CLINTON, NORTH CAROLINA

A GENERAL PLAN

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THE PREPARATION OF THIS REPORT WAS FINANCED IN PART THROUGH AN URBAN PLANNING GRANT FROM THE HOUSING AND HOME FINANCE AGENCY, UNDER THE PROVISIONS OF SECTION 701 OF THE HOUSING ACT OF 1954, AS AMENDED.

THIS REPORT WAS PREPARED FOR

THE CITY OF CLINTON, NORTH CAROLINA

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DEPARTMENT OF CONSERVATION AND DEVELOPMENT

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INTRODUCTION

The Decision to Plan Ahead

During the past twenty years, the City of Clinton has more than doubled its population. Clinton has changed from a small county seat and agricultural trading center to a rapidly growing small city which serves as the industrial center for Sampson County. This growth has resulted in more homes, more business, more industry, and more public services and facilities--utilities, police and fire protection, schools, park and recreation areas, streets and highways, etc. Such rapid development pointed out the need to unify the various elements of growth within the framework of a general development plan.

In order to have something more than subjective judgment to guide the development of Clinton, the city officials made the decision to make an assessment of their resources, analyze and evaluate the resources available, and take the necessary steps leading toward a comprehensive planning program for the city. Since 1958, various basic studies have inventoried, analyzed, and evaluated the city's resources.

Scope of the General Plan

The General Plan is composed of three basic elements: the Land Use Plan, the Community Facilities Plan and the Circulation Plans.

The Land Use Plan is a proposal for the best arrangement of industrial, business, residential and open land uses that should develop by 1980. This plan should serve as a guide for the orderly development of Clinton in the years to come by indicating the most appropriate locations for homes, businesses, and industries.

The Community Facilities Plan provides an inventory of existing public and semi-public facilities, indicates the additional facilities needed by 1980, and

DESIGNATES GENERAL LOCATIONS FOR THESE FACILITIES.

THE CIRCULATION PLANS FOR CLINTON ARE BASED UPON THE PROJECTED 1980 TRAFFIC NEEDS. ABSTRACTS FROM THE MAJOR THOROUGHFARE PLAN ARE PRESENTED IN ORDER TO SHOW THE TRAFFIC ARTERIES THAT ARE NEEDED NOW OR WILL BE NEEDED BY 1980 TO SERVICE NEW DEVELOPMENT.

ALL THREE ELEMENTS OF THE GENERAL PLAN--LAND USE PLAN, COMMUNITY FACILITIES PLAN, AND CIRCULATION PLAN--ARE BASED UPON ESTIMATED NEEDS FOR CLINTON IN 1980. THEREFORE, THE PLANNING PERIOD WILL COVER APPROXIMATELY 19 YEARS.

BASIS FOR THE GENERAL PLAN

BEFORE THE PLANS IN THIS REPORT WERE UNDERTAKEN, BASIC STUDIES OF POPULATION, ECONOMY, AND LAND USE WERE MADE. PAST AND PRESENT TRENDS MUST BE RECORDED IN ORDER TO GET A CLEAR UNDERSTANDING AND BASIS FOR PROJECTING FUTURE NEEDS.

2 BASIC STUDIES

BASE MAPS

An adequate system of maps is basic to any planning program. Maps of Clinton and its surrounding fringe area were prepared which show street rights-of-way, railroads, water and drainage areas, and municipal boundary lines. These maps were prepared from an existing city base map, tax maps, and aerial photographs.

EXISTING LAND USE

After initial base mapping was underway, a land use survey of the Clinton Planning Area was made in order to determine the existing use of each parcel of land. Also, information was collected concerning the condition of structures, racial occupancy of structures, width and type of streets, and other useful data. The results from the land use survey were published in a separate publication entitled Clinton, North Carolina, Land Analysis, Report II, 1960.

The Clinton Planning Area was divided into twelve planning districts for statistical analysis. The City of Clinton was divided into six planning districts, as was the surrounding fringe area. The central business district and planning districts one through five are located inside the city while planning districts six through eleven form Clinton's fringe area. The land analysis report presents an analysis of each planning district according to five major categories.

General Land-Use Characteristics: Presents the total amount of land in each planning district and the percent of developed land. The predominate land uses and the interrelationships between land uses are described.

Quality of Structures: Presents the age and condition, standardness or substandardness, and any recommendations for improvement of structures

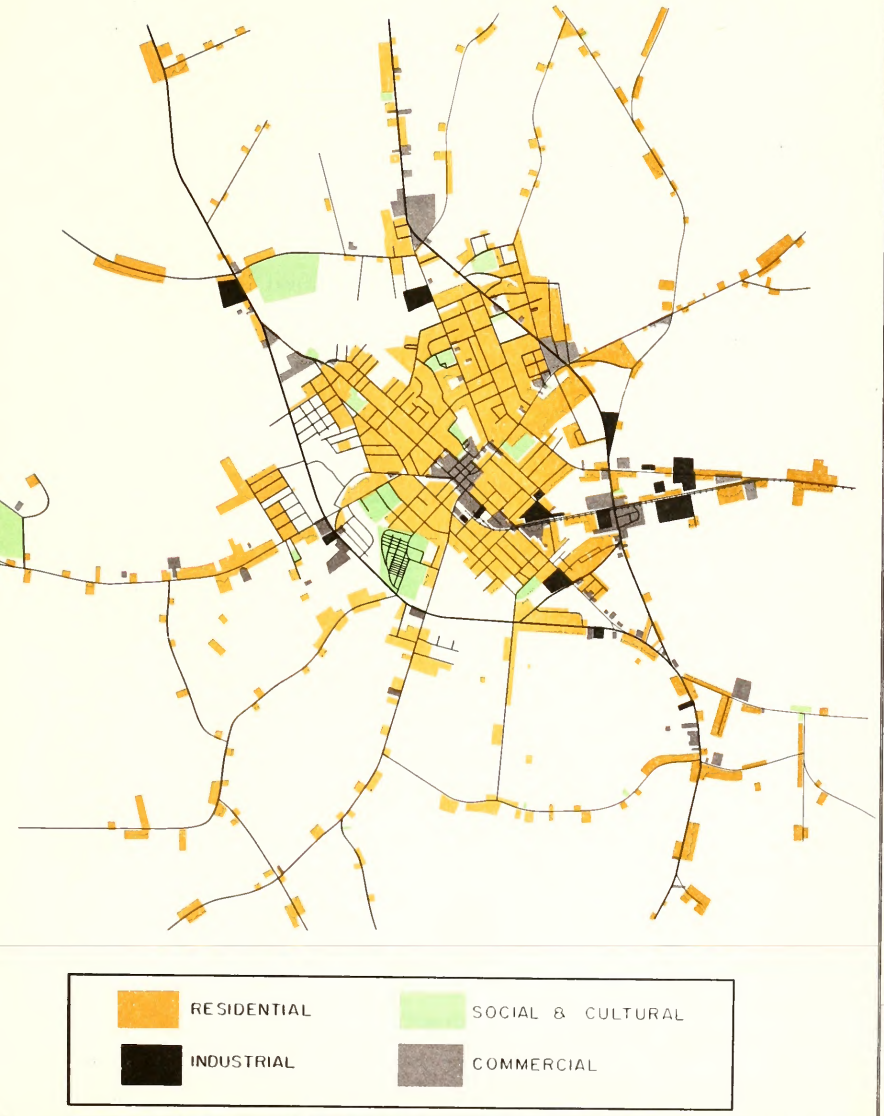
CLINTON

NORTH CAROLINA

PLANNING DISTRICTS

CLINTON, NORTH CAROLINA

GENERALIZED EXISTING LAND USE



WITHIN EACH PLANNING DISTRICT.

RACIAL CHARACTERISTICS: DESCRIBES, IN GENERAL TERMS, THE RACIAL COMPOSITION OF EACH PLANNING DISTRICT.

TRAFFIC CIRCULATION: DESCRIBES THE CHARACTER OF THE MAJOR TRAFFIC ARTERIES, THE TRAFFIC VOLUMES ON MAJOR STREETS, AND PRESENTS RECOMMENDATIONS OR SUGGESTIONS CONCERNING TRAFFIC PROBLEMS.

VACANT LAND: INDICATES THE AMOUNT OF VACANT LAND IN EACH PLANNING DISTRICT, THE POTENTIALITY FOR DEVELOPMENT PURPOSES, AND THE LAND USES MOST SUITABLE FOR DEVELOPMENT.

POPULATION AND ECONOMY

A POPULATION AND ECONOMIC REPORT FOR CLINTON WAS PUBLISHED IN DECEMBER OF 1960. THIS REPORT EXAMINES PAST TRENDS AND PRESENTS FUTURE ESTIMATES FOR BOTH THE POPULATION AND ECONOMY OF CLINTON. FUTURE POPULATION AND ECONOMIC ESTIMATES, ALONG WITH THE INFLUENCE OF EXISTING DEVELOPMENT, ARE THE BASIC YARDSTICKS USED IN DEVELOPING PLANS FOR LAND USE, COMMUNITY FACILITIES, AND MAJOR THOROUGHFARES.

CLINTON THE POPULATION OF CLINTON INCREASED BY 6,489 PERSONS OR 677 PERCENT FROM 1900 TO 1960. THIS REPRESENTS AN AVERAGE INCREASE OF APPROXIMATELY THIRTY-THREE PERCENT PER DECADE. FROM 1940 TO 1960, CLINTON'S POPULATION INCREASED FROM 3,557 TO 7,461 FOR A GAIN OF 110 PERCENT. THE MAJORITY OF THIS INCREASE OCCURRED BETWEEN 1950 AND 1954, A RESULT OF ANNEXATION AND RURAL TO URBAN MIGRATION.

ESTIMATES OF CLINTON'S 1980 POPULATION WERE DEVELOPED BY USING FOUR DIFFERENT TECHNIQUES. FROM THESE ESTIMATES, A "BEST" ESTIMATE WAS SELECTED WHICH POINTED TO A 1980 CITY POPULATION OF APPROXIMATELY 13,174. THEREFORE, THIS

ESTIMATE HAS BEEN ACCEPTED AS A BASIS FOR PREPARING THE PLANS IN THIS REPORT.

Sampson County THE POPULATION OF SAMPSON COUNTY INCREASED FROM 26,380 IN 1900 TO 47,946 IN 1960 FOR A GAIN OF EIGHTY-TWO PERCENT. THIS REPRESENTS AN AVERAGE INCREASE OF APPROXIMATELY ELEVEN PERCENT PER DECADE. THE RATE OF POPULATION GROWTH WAS STEADY UNTIL 1940 WHEN A POPULATION OF 47,440 WAS REACHED. FROM 1940 TO 1950, THE POPULATION INCREASED BY 2,340 TO 49,780, BUT FROM 1950 TO 1960, THE COUNTY POPULATION ACTUALLY DECREASED BY OVER THREE PERCENT TO 48,013. THIS LOSS IN POPULATION CAN BE ATTRIBUTED TO THE MOVEMENT FROM RURAL TO URBAN AREAS IN SEARCH OF JOBS. SAMPSON COUNTY WILL BE DOING QUITE WELL TO HAVE THE SAME AMOUNT OF POPULATION IN 1980 THAT IT DOES TODAY.

Clinton Planning Area THE CLINTON PLANNING AREA INCLUDES THE CITY OF CLINTON AND ITS FRINGE AREA FOR ONE MILE IN ALL DIRECTIONS. THE 1960 POPULATION OF CLINTON WAS 7,461 WHILE THE FRINGE AREA POPULATION WAS ESTIMATED AT 2,535. THEREFORE, THE 1960 CLINTON PLANNING AREA POPULATION IS ESTIMATED AT 9,996.

Retail Trade Area THE MOST COMMON AND WIDELY ACCEPTED METHOD OF DELINEATING THE RETAIL TRADE AREA OF A CITY IS W. H. REILLY'S "LAW OF RETAIL GRAVITATION." IN ITS SIMPLEST TERMS, REILLY'S LAW STATES THAT PEOPLE WILL USUALLY SHOP IN THE LARGEST PLACE THEY CAN TRAVEL TO THE EASIEST.

CLINTON'S RETAIL TRADE AREA CONTAINS A POPULATION OF APPROXIMATELY 37,447. THE TRADE AREA BOUNDARIES TAKE IN MOST OF SAMPSON COUNTY. IN VIEW OF CLINTON'S GEOGRAPHICAL SETTING IN A RURAL COUNTY WITH A DECLINING POPULATION, THERE IS NO FORESEEABLE REASON WHY THE RETAIL TRADE AREA WILL INCREASE SUBSTANTIALLY IN EITHER POPULATION SIZE OR GEOGRAPHICAL AREA DURING THE PLANNING PERIOD.

3 LAND USE PLAN

INDUSTRIAL AND WHOLESALE

ALTHOUGH DETAILED STATISTICS ARE NOT AVAILABLE FOR MANUFACTURING ESTABLISHMENTS, IT IS APPARENT FROM THE INFORMATION AVAILABLE THAT CLINTON'S GROWTH AND PROSPERITY DURING THE LAST DECADE ARE DUE TO NEW INDUSTRY. THE POPULATION AND ECONOMIC REPORT STATES THAT..."THE FUTURE POPULATION AND ECONOMY OF THE CITY WILL DEPEND UPON THE EXTENT TO WHICH THE CITY ENTERS COMPETITION FOR NEW SOURCES OF INCOME, NEW JOBS FOR THE YOUNG PEOPLE WHO WILL BE POURING OUT OF HIGH SCHOOLS IN A NEW SURGE AS OF 1965, AND STABLE EMPLOYMENT FOR AN AGING POPULATION." [1] THE IMPORTANCE OF INDUSTRIAL GROWTH IN FUTURE YEARS JUSTIFIES THE ALLOCATION OF PRIME LAND FOR INDUSTRIAL PURPOSES.

LOCATION STANDARDS

IN ORDER TO ACHIEVE THE HIGHEST DEGREE OF ECONOMIC AND SOCIAL BENEFITS, CLINTON MUST WORK AND PLAN FOR INDUSTRIAL EXPANSION. LAND FOR INDUSTRY MUST BE CHOSEN IN SUCH A MANNER THAT THE INDUSTRIAL LOCATIONS WILL NOT CAUSE THE DETERIORATION OF RESIDENTIAL, COMMERCIAL, AND PUBLIC LAND USES. CONVERSELY, CHOICE INDUSTRIAL SITES CAN BE RUINED BY INVASION FROM OTHER LAND USES. THE FOLLOWING CRITERIA SHOULD BE FOLLOWED IN SITE LOCATION:

1. THE LAND MUST BE PHYSICALLY SUITABLE WITH REASONABLY LEVEL TOPOGRAPHY AND GOOD DRAINAGE.
2. ACCESS SHOULD BE AVAILABLE FROM HIGHWAYS OR RAILROADS OR BOTH.
3. SITES MUST BE OF VARYING SIZES WITH BOTH CLOSE-IN AND FRINGE AREA LOCATIONS IN ORDER TO ACCOMMODATE THE DIFFERENT DEMANDS AND NEEDS OF INDUSTRIAL AND WHOLESALING USES.
4. BASIC UTILITIES SUCH AS WATER, SANITARY SEWER, AND POWER MUST BE AVAILABLE OR EASILY OBTAINABLE.
5. THE LANDSCAPE SHOULD BE ATTRACTIVE. DETERIORATING OR DETERIORATED

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1. DIVISION OF COMMUNITY PLANNING, POPULATION AND ECONOMIC REPORT, CLINTON, NORTH CAROLINA, P. 54.

AREAS ARE NOT SUITABLE AS SITES UNLESS COMPLETE REDEVELOPMENT IS UNDERTAKEN.

Future Space Requirements

THE CALCULATION OF FUTURE SPACE REQUIREMENTS FOR INDUSTRIAL USES IN CLINTON POSES SOME MAJOR PROBLEMS. THE LARGEST INDUSTRIAL PLANT IN CLINTON, FORMERLY THE HALL LAMP COMPANY, HAS MOVED ITS OPERATIONS. FOR THE MOMENT, THIS MEANS A LOSS OF APPROXIMATELY 600 INDUSTRIAL JOBS FOR THE AREA. UNDOUBTEDLY, THIS MAJOR INDUSTRIAL PLANT HAS EXCELLENT ATTRACTION POTENTIAL FOR INDUSTRIALISTS, AND THE POSSIBILITY OF RECOUPING FROM THE SITUATION CREATED BY THE LOSS OF THIS SOURCE OF EMPLOYMENT IS GOOD. HOWEVER, IN ORDER TO AVOID OPTIMISM IN CALCULATING FUTURE SPACE REQUIREMENTS, AN AVERAGE EMPLOYMENT OF 175 WAS ASSUMED FOR THE AFOREMENTIONED INDUSTRIAL FACILITY. IT SHOULD BE NOTED THAT RECENT INDUSTRIAL EXPANSION AND DEVELOPMENT HAS REDUCED PART OF THE ANXIETY PRODUCED BY THE LOSS OF THE HALL LAMP COMPANY.

FUTURE SPACE REQUIREMENTS FOR INDUSTRIAL USES WERE DETERMINED THROUGH A SERIES OF STEPS. FIRST, THE INDUSTRIAL DENSITY WAS ESTABLISHED BY CALCULATING THE RATIO OF INDUSTRIAL EMPLOYEES PER GROSS INDUSTRIALLY USED ACRE. THE EXISTING RATIO IS 14.1 INDUSTRIAL EMPLOYEES PER GROSS INDUSTRIAL ACRE. IT WAS ASSUMED THAT THIS FIGURE WOULD DROP SLIGHTLY TO 14 INDUSTRIAL EMPLOYEES PER ACRE BY 1980. SECONDLY, A RATIO OF INDUSTRIAL EMPLOYEES AS A PERCENT OF THE PLANNING AREA POPULATION WAS ESTABLISHED. AT THE MOMENT, THIS RATIO IS 11.8 PERCENT. BY APPLYING THIS PERCENTAGE TO THE ESTIMATED 1980 PLANNING AREA POPULATION OF 15,150, A TOTAL OF 1,788 INDUSTRIAL EMPLOYEES IS FORECAST FOR 1980. USING THE ASSUMPTION THAT THERE WILL BE 14 INDUSTRIAL EMPLOYEES PER GROSS ACRE, A TOTAL OF 141 ACRES OF INDUSTRIAL LAND WILL BE NEEDED BY 1980. THIS PROJECTION INCLUDES A TEN PERCENT SAFETY FACTOR.

In addition to the actual acreage needed for industrial demand, 141 acres, an industrial reserve of 71 acres or 50 percent of industrial demand has been set aside for possible industrial development. Experience has proven that small urban areas attempting to improve their economic base need to provide allocations of land as industrial reserves in addition to the estimated industrial needs. Some of the reasons supporting this conclusion are:

1. There is no way to control the size tract which a particular industry might acquire. In many instances, an industry may purchase a site larger than its needs require in order to obtain a particular location.

2. Many industries follow a policy of acquiring sites much larger than their actual needs require.

3. The industrialist should be provided with a wide range of choice between potential site locations.

Future space requirements for wholesaling uses were projected in the same manner as those for industrial uses. There are approximately 63.4 acres of wholesale land use in the Clinton Planning Area. At the present, there are 2.3 wholesale employees per acre. It was assumed that by 1980, there would be three wholesale employees per gross acre of land in wholesale use. By applying this assumption to the 221 wholesale employees forecast for 1980, there will be a need for 81 acres of wholesale land by the end of the planning period. Table One gives a step-by-step calculation of the industrial and wholesale space needs for 1980.

TABLE I FUTURE SPACE REQUIREMENTS FOR INDUSTRIAL AND WHOLESALING USES - 1980

EXISTING			
	INDUSTRIAL	WHOLESALING	TOTAL
1. EMPLOYEES	1175	146	1343
2. ACREAGE WITHIN CITY LIMITS	27.4	46.2	
3. ACREAGE OUTSIDE CITY LIMITS	55.9	17.2	
4. TOTAL PLANNING AREA ACREAGE	83.0	63.4	146.4
5. DENSITY RATIO EMPLOYEES PER ACRE (LINE 1 ÷ LINE 4)	14.1	2.3	9.0
PROJECTED FOR 1980			
6. EMPLOYEES	1788	221	2009
7. ASSUMED DENSITY RATIO PER ACRE	14	3	
8. TOTAL PLANNING AREA ACREAGE (LINE 6 ÷ LINE 7)	128	74	202
9. SAFETY FACTOR OF 10%	13	7	20
10. TOTAL LAND ALLOCATED	141	81	222
11. INDUSTRIAL RESERVE	71		

Detailed Site Location

The location of commercial establishments has become increasingly complex since the advent of the automobile. Today, the advice of experts is being sought to help determine the best possible sites for commercial locations, particularly for attracting the auto oriented shopper. Marketing analysis has gained acceptance as a logical step in the site location of commercial areas, and in many instances, of a single commercial establishment.

The most dominant and traditional commercial area in our cities is the central business district. The character of this area has been produced by many seemingly unrelated decisions. Ideally, the central business district is an intensively developed area where a variety of business, office, governmental, cultural, and related service uses complement each other by bringing people together into a compact area where economic and social advantages accrue from agglomeration. In order to obtain the aforementioned advantages, it is absolutely necessary to have a close grouping of the CBD functions, served by adequate parking and good access and egress.

In addition to the central business district, there are many other types of commercial areas. For Clinton, the outlying commercial areas can generally be classified as neighborhood shopping uses. Naturally, a metropolitan sized city would probably have other categories of outlying commercial areas such as regional shopping centers and community shopping centers.

Neighborhood commercial uses, ideally, should provide convenience goods to nearby residential development. Economically, these uses function at their best when located in a compact grouping of related stores. In other words, the neighborhood shopping center is more desirable than a random scattering

OF RETAIL USES THROUGHOUT THE RESIDENTIAL AREAS. SOME OF THE REASONS WHICH SUPPORT THIS CONTENTION ARE:

1. THE CLOSE GROUPING OF STORES MINIMIZES THE DETRIMENTAL EFFECTS WHICH COMMERCIAL ACTIVITIES MAY HAVE UPON RESIDENTIAL AREAS.

2. COMBINING STORES IN A SHOPPING CENTER OFFERS MORE "ATTRACTION APPEAL" TO THE CUSTOMERS, AND EACH INDIVIDUAL ESTABLISHMENT HAS GREATER OPPORTUNITIES TO MAKE SALES.

3. THE CUSTOMER REAPS THE ADVANTAGE OF BEING ABLE TO DO ALL OF THE NECESSARY DAY-TO-DAY BUYING AT A SINGLE LOCATION WITHOUT DRIVING FROM STORE TO STORE.

4. AN INTENSIVE GROUPING OF STORES ALLOWS FOR COMMON PARKING FACILITIES AND COMMON ENTRANCE AND EXIT DRIVES.

NEIGHBORHOOD COMMERCIAL USES SHOULD BE LOCATED ON MAJOR STREETS SINCE THEY NEED TO BE AS ACCESSIBLE TO THE RESIDENT POPULATION AS POSSIBLE. IN ADDITION TO NEIGHBORHOOD COMMERCIAL USES, THE DEVELOPMENT OF HIGHWAY RELATED COMMERCIAL USES SUCH AS MOTELS AND RESTAURANTS MAY REQUIRE A SPECIAL DISTRICT COMPLETELY INDEPENDENT FROM OTHER OUTLYING COMMERCIAL AREAS. THESE USES WILL NEED TO BE LOCATED ON MAJOR HIGHWAYS, PREFERABLY IN A HIGHWAY BUSINESS DISTRICT.

FUTURE SPACE REQUIREMENTS

THE ALLOCATION OF LAND FOR COMMERCIAL SPACE NEEDS IS A MORE DIFFICULT TASK THAN THAT OF ANY OTHER LAND USE CATEGORY. THE PROJECTION OF FUTURE COMMERCIAL NEEDS DEPENDS UPON AN EXACTING BALANCE BETWEEN A MULTITUDE OF INTERRELATED FACTORS. PAST TRENDS OF COMMERCIAL DEVELOPMENT OFTEN PROVIDE IMPORTANT CLUES TO FUTURE COMMERCIAL NEEDS. HOWEVER, INFORMATION WHICH WOULD INDICATE THE CHANGING RATIOS OF COMMERCIAL LAND USES DURING PAST YEARS IS NOT AVAILABLE.

DUE TO THE LACK OF INFORMATION CONCERNING PAST TRENDS FOR COMMERCIAL LAND USE, THE ALLOCATION OF 1980 COMMERCIAL LAND WILL BE BASED UPON THE ASSUMPTION THAT THERE IS A DIRECT RELATIONSHIP BETWEEN THE CLINTON PLANNING

AREA POPULATION AND THE AMOUNT OF COMMERCIAL LAND NEEDED. THE ESTIMATED PLANNING AREA POPULATION INCREASE FROM 1960 TO 1980 IS 5,154. THE LAND USE SURVEY AND ANALYSIS REVEALED THAT APPROXIMATELY 245 RETAIL TRADE AND COMMERCIAL SERVICE ESTABLISHMENTS IN THE PLANNING AREA USE 173.7 ACRES OF LAND. THEREFORE, EACH COMMERCIAL ESTABLISHMENT USES APPROXIMATELY .7 ACRE OF LAND. IN ORDER TO COMPARE THE AMOUNT AND PERCENT OF COMMERCIALLY DEVELOPED LAND IN CLINTON AND ITS PLANNING AREA WITH OTHER CITIES, COMMERCIAL DATA ON FOUR EASTERN NORTH CAROLINA CITIES, KINSTON, WILSON, ELIZABETH CITY, AND JACKSONVILLE, WERE USED TO FORM A FOUR CITIES' AVERAGE.

TABLE 2 COMMERCIAL LAND AS A PERCENT OF TOTAL DEVELOPED LAND: FOUR CITIES' AVERAGE, CITY OF CLINTON, CLINTON PLANNING AREA

	FOUR CITIES' AVERAGE	CITY OF CLINTON	CLINTON PLANNING AREA
RETAIL TRADE	2.5	2.9	2.8
COMMERCIAL SERVICES	1.9	3.8	3.5
ALL COMMERCIAL	4.4	6.7	6.3

TABLE 2 ABOVE SHOWS THAT BOTH THE CITY OF CLINTON AND THE CLINTON PLANNING AREA HAVE A MUCH HIGHER PERCENT OF COMMERCIALLY DEVELOPED LAND THAN THE AVERAGE FIGURE OF FOUR OTHER CITIES IN EASTERN NORTH CAROLINA. THREE MAJOR CONCLUSIONS WHICH CAN BE ASCERTAINED FROM THESE FIGURES ARE:

1. SCATTERED COMMERCIAL DEVELOPMENT IN CLINTON HAS RESULTED IN THE USE OF A GREATER PERCENTAGE OF LAND FOR COMMERCIAL PURPOSES.

2. EXCESSIVE COMMERCIAL DEVELOPMENT HAS RESULTED IN MANY "MARGINAL BUSINESSES" WHICH BARELY STAY ALIVE. THE POPULATION & ECONOMIC REPORT FOR CLINTON SUBSTANTIATES THIS CONCLUSION.

3. THE PERCENT OF COMMERCIALLY DEVELOPED LAND IN THE UNINCORPORATED PORTIONS OF THE CLINTON PLANNING AREA IS ALMOST AS HIGH AS THAT FOR THE CITY ITSELF.

Another comparison, using the same categories as those in Table 2, indicates the amount of commercial acreage per 100 persons. This comparison is illustrated in Table 3 below.

TABLE 3 COMMERCIAL ACREAGE PER 100 PERSONS: FOUR CITIES' AVERAGE, CITY OF CLINTON, CLINTON PLANNING AREA

	Four Cities' Average	City of Clinton	Clinton Planning Area
Retail Trade	.2	.5	.8
Commercial Services	.2	.7	1.0
All Commercial	.4	1.2	1.8

Both the City of Clinton and the Clinton Planning Area have a much larger amount of commercial acreage per 100 persons than the four cities' average. The data on commercial land use, in addition to the findings presented in the Population and Economic Report, indicates that both Clinton and its planning area are using an excessive amount of land for commercial purposes. Therefore, it is assumed that commercial land needs for the future will more nearly approximate the four-city average of .4 acre per 100 population. Thus, the Clinton Planning Area population increase of 5,154 will require an additional 21 acres of land for all commercial purposes. By 1980, the Clinton Planning Area will contain approximately 195 acres of commercial land in both retail trade and commercial service uses.

At the present, the CBD accounts for 28.6 acres of total commercial acreage while outlying commercial uses account for 145.1 acres. Of the total 173.7 commercial acres, the CBD uses 16 percent and outlying commercial uses make up 84 percent. Whether these percentages should or will remain the same until 1980 is a question which can be answered by a detailed central business district study.

RESIDENTIAL

Introduction

The early residential growth of Clinton, like that of many cities throughout the country, followed major transportation routes. Later, the areas between major highways began to fill in residentially. During the past decade two of the major transportation routes in Clinton, U. S. 421 and 701, have formed barriers to residential development. However, these barriers have been penetrated to some extent in the northeast, north, and west.

Clinton's residential areas have always been dominated by single-family structures. In the last decade, there has been a definite trend toward the suburban home on a relatively large lot. Suburban living is making Clinton more automobile oriented than in any previous time period. Regardless of the advantages of suburban living, the amenities can quickly disappear if municipal services such as police and fire protection, water, sewerage, etc. do not precede or at least come concurrently with residential development.

Location Standards

The location of residential development is more flexible than any other type of land use. The following location standards should be used in planning for residential growth:

1. Areas subject to flooding and areas with steep topography should be avoided. Clinton has few areas, if any, where either steep topography or flooding are major deterrents to residential development.

2. Residential areas should be accessible to major thoroughfares connecting with work areas, shopping areas and recreation areas. However, the residential streets should discourage through traffic.

3. Service facilities such as schools, parks and neighborhood shopping areas should be related to residential areas. Neighborhood shopping areas should be limited to small, compact commercial uses generally providing convenience goods and services.

4. Utilities should be available to residential areas before development occurs or they should be capable of being installed without excessive costs to either the homeowner, developer, or city.

5. Close-in residential areas should be developed before those in outlying or fringe area locations. Fortunately, Clinton's residential growth has developed in a fairly concentric pattern.

Space Requirements

The first step in determining space requirements for residential areas involves an inventory of the current stock of dwelling units by planning districts. This inventory is presented in Table 4. The residential categories used for this inventory, single-family, two-family, and multi-family, differ from the residential classes in the land use survey only insofar as the multi-family classification is concerned. All structures containing three or more dwelling units were placed into a single multi-family category, a breakdown which is considered sufficient for the scope of the study.

An examination of building permits for the preceding five year period indicated that new residential construction was almost exclusively single-family. Ample evidence of this fact is apparent since over ninety-five percent of Clinton's present residences are in the single-family category.

The final 1960 census count for Clinton indicated a city population of 7,461. The land use survey and analysis of Clinton revealed a total of 2,770 dwelling units in the Clinton Planning Area. Of this total, 2,103 were located in the city and 667 in the fringe area. The 1960 population of the fringe area was estimated by applying an assumed average number of persons per household figure of 3.8 to the 667 dwelling units. The resulting population estimate for the fringe area was 2,535. This estimated fringe area population and the city population combined make a total 1960 planning area population of 9,996.

TABLE 4 CURRENT STOCK OF DWELLING UNITS, ACREAGE IN RESIDENTIAL USE AND NET DENSITIES IN CLINTON PLANNING AREA

	Single Family			Two Family			Multi-Family			
Planning District	DU's	Acres	Density Per Net Acre	DU's	Acres	Density Per Net Acre	DU's	Acres	Density Per Net Acre	Overall Net Density in Planning District
CBD	105	43.2	2.4	22	2.9	7.6	32	2.9	11.0	3.2
1	294	94.4	3.1	32	5.5	5.8	46	3.9	11.8	3.6
2	443	177.4	2.5	16	2.6	6.2	18	2.0	9.0	2.6
3	400	76.0	5.3	26	3.5	7.4	9	1.0	9.0	5.4
4	151	72.6	2.1	16	3.1	5.5	8	.9	8.9	2.3
5	471	117.4	4.0	14	1.5	9.3				4.1
City Subtotal	1864	581.0	3.2	126	19.1	6.6	113	10.7	10.6	3.4
6	137	184.8	.7	4	.8	5.0	3	.3	10.0	.8
7	51	89.1	.6							.6
8	95	100.9	.9	2	.5	4.0				1.0
9	153	152.0	1.0	2	.3	6.6				1.0
10	87	145.2	.6	4	.7	5.7				.6
11	129	125.1	1.0							1.0
Fringe Subtotal	652	797.1	.8	12	2.3	5.2	3	.3	10.0	.8
Planning Area Total	2516	1378.1	1.8	138	21.4	6.4	116	11.0	10.5	1.9

As stated earlier in the report, the estimated 1980 population for Clinton is 13,174. Since there is no way to know where Clinton's city limits will be in 1980, the assumption has been made that the fringe area population will be 15 percent of the city population or 1,976 by the end of the planning period. Therefore, Clinton's 1980 planning area population is estimated at 15,150.

The assumed dwelling unit sizes for 1980 are: 3.5 for the city, 3.6 for the fringe area. These assumptions are based partly on the present dwelling unit sizes and partly on the fact that as the rural fringe around Clinton becomes urbanized the family sizes will tend to decrease.

Table 5 gives the sequence of steps taken to derive the new dwelling unit requirements for 1980. The expected population increase of 5,154 and the estimated loss in the current stock of dwelling units by the end of the planning period will require roughly 2,300 new dwelling units. The third step of Table 5 presents the expected loss in the current stock of dwelling units in the planning area by 1980. These estimates of dwelling unit losses by the end of the planning period are classified into three categories: dwelling units eliminated through urban renewal, dwelling units eliminated by use invasions, and dwelling units recommended for condemnation during the land use survey.

In order to calculate the number of dwelling units to be eliminated through urban renewal, two areas of blighted housing, one north of the CBD in Planning District 3 and one south of the CBD in Planning District 5, were delineated. These two areas contain approximately 455 blighted dwellings needing replacement. Eventually, both of these blighted pockets of housing should be replaced through urban renewal action.

TABLE 5

DERIVATION OF TOTAL NEW DWELLING UNIT REQUIREMENTS - 1980

Sequence of Steps	City	Fringe	Total
1. Population Increase	3,178	1,976	5,154
	Number of Dwelling Units		
2. Crude, Unadjusted Estimate of Dwelling Units Needed	908	548	1,456
3. Plus Net Losses in Current Stock of Dwelling Units			
Assumed Demolitions	480	23	503
Losses by Use Invasion	193	81	274
4. Plus Three Percent Vacancy	47	20	67
5. Total Adjusted Crude Estimate of New Dwelling Units Needed	1,628	672	2,300

A TOTAL OF 274 DWELLING UNITS IS EXPECTED TO BE ELIMINATED BY INVASION OF OTHER LAND USES BY THE END OF THE PLANNING PERIDD. IN ADDITION TO USE INVASION AND URBAN RENEWAL ELIMINATION, ALL OF THE STRUCTURES RECDMMENDED FOR CONDEMNATIDN DURING THE LAND USE SURVEY WERE PLACED UNDER THE "ASSUMED DEMOLITIONS" CATEGDRY. THE FOURTH STEP OF TABLE 5 ALLOWS A THREE PERCENT VACANCY RATIO FOR NEW DWELLING UNITS CONSTRUCTED DURING THE PLANNING PERIOD. THE FIFTH AND LAST STEP OF TABLE 5 GIVES THE ESTIMATED NUMBER OF NEW DWELLING UNITS NEEDED FDR 1980 BY CITY, FRINGE AREA AND COMBINED TOTAL.

THE NEXT STEP IS THAT OF ALLOCATING THE NEW DWELLING UNITS NEEDED ACCORDING TD VARIOUS HOUSING AND DENSITY TYPES. TABLE 6 PRESENTS THIS ALLOCATION. THE DENSITY PATTERNS SELECTED RESULT FRDM CONSIDERATION OF RECOGNIZED STANDARDS FDR HEALTHFUL HOUSING AND FROM EXISTING DENSITY PATTERNS IN CLINTON. THE HOUSING TYPES SELECTED WERE BASED ON THREE FACTORS: EXISTING HDUSING TYPES, AN ASSUMPTION THAT URBAN RENEWAL ACTIVITY WILL REQUIRE MORE MULTI-FAMILY DWELLING UNITS, AND THE FACT THAT INCREASING URBANIZATION IS CORRELATED WITH MULTI-FAMILY HOUSING. THE 1960 HOUSING TYPES IN CLINTON WERE DISTRIBUTED IN THE FOLLOWING PATTERNS: 95.2 PERCENT SINGLE-FAMILY, 3.1 PERCENT TWO-FAMILY, AND 1.7 PERCENT MULTI-FAMILY. THE PROPOSED ALLOCATION OF HOUSING TYPES FOR 1980 ARE DISTRIBUTED AS FOLLOWS:

SINGLE-FAMILY	87%	2,001
TWD-FAMILY	7%	161
MULTI-FAMILY	6%	138

TABLE 6 ALSO INDICATES THAT BY 1980 THERE WILL BE A NEED FDR 582 ACRES DF RESIDENTIAL LAND FDR NEW DWELLING UNIT CONSTRUCTION. AT THE PRESENT, THERE ARE 1,410 ACRES DF RESIDENTIAL LAND IN THE CLINTDN PLANNING AREA. HOWEVER, APPRDXIMATELY 100 ACRES OF THE EXISTING RESIDENTIAL ACREAGE SHOULD BE REPLACED BY NEW DWELLING UNIT CDNSTRUCTION THROUGH URBAN RENEWAL BY THE END DF THE PLANNING PERIDD. AN ESTIMATED 1,310 ACRES OF EXISTING RESIDENTIAL LAND

TABLE 6

ALLOCATION OF TOTAL NEW DWELLING UNIT CONSTRUCTION BY HOUSING AND DENSITY TYPE AND TOTAL ACREAGE, 1980

Density Type	Housing Type	Assumed Average No. of DU's Per Net Acre	Dwelling Units	Acreage
A	Single Family	2.4 (18,000)	410	169
B	Single Family	3.6 (12,000)	936	258
C	Single Family	4.8 (9,100)	655	137
D	Two Family	7.0 (6,000)	61	8
E	Multi-Family	12.0 (3,000)	138	10
Total New Construction			2,200	582
Conversions			100	
Total New Dwellings			2,300	582

WILL STILL BE IN USE BY 1980. THEREFORE, THE ESTIMATED 1980 RESIDENTIAL USES WILL TOTAL 1,892 ACRES, INCLUDING BOTH EXISTING RESIDENCES STILL IN USE AND LAND EXPECTED TO GO INTO RESIDENTIAL USE BY THE END OF THE PLANNING PERIOD.

TABLE 7 PRESENTS THE DWELLING UNIT LOSSES EXPECTED BY 1980. A TOTAL OF 777 DWELLING UNITS IS EXPECTED TO BE REMOVED BY EITHER DEMOLITION OR USE INVASION. THIS LOSS WILL MEAN THAT OF THE EXISTING 2,770 DWELLING UNITS IN THE PLANNING AREA, APPROXIMATELY 1,993 WILL STILL BE REMAINING BY 1980.

THE NEXT STEP IS THE ALLOCATION OF NEW DWELLING UNITS, BY DENSITY TYPES, TO THE VARIOUS PLANNING DISTRICTS. THIS ALLOCATION IS PRESENTED IN TABLE 8. IN ORDER TO PROVIDE OBJECTIVITY IN ALLOCATING NEW DWELLING UNIT CONSTRUCTION TO THE VARIOUS PLANNING DISTRICTS, IT WAS NECESSARY TO ESTIMATE THE NET HOLDING CAPACITY OF LAND SUITED FOR RESIDENTIAL DEVELOPMENT. THIS WAS ACCOMPLISHED BY CALCULATING THE AMOUNT OF VACANT LAND AND PROPOSED URBAN RENEWAL LAND IN EACH PLANNING DISTRICT. NEXT, CERTAIN ADJUSTMENTS AND LIMITING FACTORS SUCH AS ALLOWANCES FOR STREETS, AVAILABILITY OF UTILITIES, UNUSABLE MARGINAL LANDS, ETC., GENERALLY REDUCED THE AMOUNT OF LAND SUITABLE FOR RESIDENTIAL DEVELOPMENT BY APPROXIMATELY THIRTY TO FORTY PERCENT. IT WAS FOUND THAT THE PLANNING DISTRICTS OUTSIDE OF THE CITY LIMITS COULD HOLD MANY TIMES THE AMOUNT OF RESIDENTIAL DEVELOPMENT EXPECTED BY 1980. CONVERSELY, THE PLANNING DISTRICTS INSIDE THE CITY WERE FOUND TO HAVE A VERY LIMITED NET HOLDING CAPACITY FOR RESIDENTIAL DEVELOPMENT.

TABLE 9 SHOWS AN APPROXIMATE DISTRIBUTION OF THE 1980 POPULATION, BY PLANNING DISTRICTS, FOR THE CLINTON PLANNING AREA. IN ADDITION, THIS TABLE SHOWS BOTH THE EXISTING POPULATION AND DWELLING UNITS AND THE ESTIMATED 1980 POPULATION AND DWELLING UNITS.

TABLE 7 ESTIMATED DISTRIBUTION OF DWELLING UNIT LOSSES BY PLANNING DISTRICT, 1980

PLANNING DISTRICT	CURRENT STOCK OF DU's	DU's REMOVED BY TYPE OF LOSS			DU's REMAINING BY 1980
		DEMOLITION	INVASION	TOTAL LOSS	
CBD	159	20	76	96	63
1	372		34	34	338
2	477		19	19	458
3	435	239		239	196
4	175	5		5	170
5	485	216	64	280	205
CITY SUBTOTAL	2103	480	193	673	1430
6	144	4	54	58	86
7	51	3	2	5	46
8	97				97
9	155	4	11	15	140
10	91	8	1	9	82
11	129	4	13	17	112
FRINGE SUBTOTAL	667	23	81	104	563
GRAND TOTAL	2770	503	274	777	1993

TABLE 8 TOTAL NEW DWELLING UNITS DISTRIBUTED AMONG PLANNING DISTRICTS, 1980

Planning District	Total No. of D.U.'s	No. of D.U.'s by Density Type from New Construction					No. of D.U.'s by Conversion
		A	B	C	D	E	
CBD	11						11
1	44	2	5		6	16	15
2	111	30	56		9	6	10
3	289	2	6	207	12	47	15
4	230	140	68		4	5	13
5	223	72	40	40	10	51	10
Present City	908	246	175	247	41	125	74
6	212		62	126	5	13	6
7	274	57	170	43	4		
8	244	34	147	58	5		
9	288	57	162	58	3		8
10	172	16	107	43			6
11	202		113	80	3		6
Fringe	1,392	164	761	408	20	13	26
Planning Area Total	2,300	410	936	655	61	138	100

TABLE 9 APPROXIMATE DISTRIBUTIONS OF PLANNING AREA POPULATION BY PLANNING DISTRICTS, 1980

	Current			By End of Planning Period				
Planning District	Population	D.U.'s	H'hold Size	D.U.'s Remaining 1980	D.U.'s Added By 1980	Total D.U.'s By 1980	H'hold Size	Estimated Population For 1980
CBD	564	159		63	11	74		257
1	1,320	372		338	44	382		1,326
2	1,693	477		458	111	569		1,974
3	1,543	435		196	289	485		1,683
4	620	175		170	230	400		1,388
5	1,721	485		205	223	428		1,485
Present City	7,461	2,103	3.55	1,430	908	2,338	3.47	8,113
6	547	144		86	212	298		1,073
7	194	51		46	274	320		1,152
8	369	97		97	244	341		1,227
9	589	155		140	288	428		1,541
10	346	91		82	172	254		914
11	490	129		112	202	314		1,130
Fringe	2,535	667	3.80	563	1,392	1,955	3.60	7,037
Total	9,996	2,770		1,993	2,300	4,293		15,150

LAND USE PLAN AND IMPLEMENTATION

Land Use Plan

The Land Use Plan for Clinton reflects the best arrangement of industrial, commercial, and residential land uses for 1980, based upon estimated future space requirements and a great deal of prior study. The plan does not reflect the land devoted to community facilities, but it does indicate the relationship between land uses and the proposed major thoroughfares. The following summary indicates the additional space requirements for 1980 by land use categories.

SUMMARY OF FUTURE SPACE REQUIREMENTS - 1980

	Existing Acreage	Additional Acreage Required	1980 Acreage
Residential	1410.5	481.5	1892.0
Commercial	173.7	21.0	194.7
Industrial and Wholesale	146.4	146.6	293.0
Public and Institutional	248.9	158.0	406.9
Transportation, Streets, Railroads	799.4	239.8	1039.2
Vacant Structure	5.9		
Total	2784.8	1046.9	3825.8

The major features of the Land Use Plan are:

Industrial and Wholesale: The proposed industrial and wholesale locations offer a wide variety of site sizes. Both close-in and fringe area locations are available. Each industrial and wholesale location has convenient access to major highways, and the major industrial area has access to the ACL Railroad. The "heavy" industries have adequate room


CLINTON
North Carolina
N
W
E
S
LAND USE PLAN
RESIDENTIAL
INDUSTRIAL
COMMERCIAL
FLOOD PLAIN
PROPOSED COMMERCIAL
PC
NORTH BLVD.
US 701
BEAMAN ST.
SAMSON ST.
McKOY ST.
COLLEGE ST.
N.C. 403
N.C. 24
PC
U.S. 421
LIBSON ST.
SOUTH BLVD.

IN OUTLYING LOCATIONS NEAR MAJOR HIGHWAYS.

COMMERCIAL: THE CENTRAL BUSINESS DISTRICT WILL CONTINUE TO BE THE MAJOR BUSINESS CENTER FOR THE REGION. ADEQUATE SPACE HAS BEEN PROVIDED FOR NEIGHBORHOOD SHOPPING CENTERS, AND THE STRIP COMMERCIAL DEVELOPMENT IS ELIMINATED THROUGH THE USE OF ZONING.

RESIDENTIAL: THE MIXING OF RESIDENTIAL AREAS WITH INDUSTRIAL, WHOLESALE, AND COMMERCIAL AREAS HAS BEEN ELIMINATED THROUGH ZONING. ADEQUATE COMMUNITY FACILITIES ARE PROVIDED FOR RESIDENTIAL AREAS WITHIN THE OVER-ALL FRAMEWORK OF THE GENERAL PLAN FOR THE CITY. THE LOCATION OF RESIDENTIAL AREAS HAS BEEN DETERMINED BY THE EXISTING TRENDS OF DEVELOPMENT AND BY THE CITY'S ABILITY TO ADEQUATELY SERVICE NEW DEVELOPMENT.

IMPLEMENTATION

THE FUTURE LAND USE PLAN IS ESSENTIALLY A STATEMENT OF OBJECTIVES FOR THE CITY TO USE AS A GUIDE FOR THE FUTURE DEVELOPMENT OF THE COMMUNITY. IN ORDER TO PROPERLY GUIDE THE CITY TOWARD ITS OBJECTIVES, BOTH PUBLIC AND PRIVATE INTERESTS MUST COMBINE IN A SINGLE COORDINATED EFFORT. TO SAFEGUARD THE CITY'S PUBLIC INTERESTS IN THE COMMUNITY'S GROWTH, A NUMBER OF LEGAL AND TECHNICAL PLANNING TOOLS ARE AVAILABLE TO HELP IMPLEMENT THE LAND USE PLAN, AND FOR THAT MATTER, TO HELP IMPLEMENT THE OVER-ALL GENERAL PLAN FOR THE CITY. THE MORE IMPORTANT LEGAL AND TECHNICAL TOOLS FOR GUIDING THE COMMUNITY'S DEVELOPMENT ARE DESCRIBED BELOW.

ZONING: IN MANY INSTANCES, CITY PLANNING AND ZONING ARE CONSIDERED ONE AND THE SAME BECAUSE OF A MISUNDERSTANDING OF THE TERMS INVOLVED. "ZONING . . . . REGULATES THE USES OF LAND, THE DENSITY OR INTENSITY OF USE AND THE SPACING OR PLACEMENT OF BUILDINGS UPON THE LAND." [2]

2. GREENSBORO DEPARTMENT OF PLANNING, GREENSBORO'S FUTURE, JULY 1959, P. 39.

IT IS ONE OF THE MAJOR LEGAL PLANNING TOOLS FOR GUIDING THE COMMUNITY TOWARD THE BEST ARRANGEMENT OF LAND USES AS SET FORTH IN THE LAND USE PLAN. HOWEVER, IT SHOULD BE RECOGNIZED THAT ZONING ALONE CANNOT ACHIEVE ALL OF THE COMMUNITY'S PLANNING OBJECTIVES.

A MAJOR REVISION OF CLINTON'S ZONING ORDINANCE AND MAP IS BEING PREPARED IN CONJUNCTION WITH THE GENERAL PLAN. THIS REVISION SHOULD PROVIDE CLINTON WITH A SOUND LEGISLATIVE TOOL FOR GUIDING DEVELOPMENT.

SUBDIVISION REGULATIONS: CLINTON HAS GROWN AT AN EXTREMELY RAPID RATE DURING THE PAST DECADE. IN LOOKING TOWARD THE FUTURE, IT IS QUITE OBVIOUS THAT A GREAT DEAL OF THE SURROUNDING RURAL AREAS WILL BE DEVELOPED. RAW LAND IN LARGE TRACTS WILL BE DIVIDED INTO BLOCKS AND FINALLY INTO LOTS. THIS SUBDIVISION OF LAND CAN HELP THE LAND USE PLAN BECOME A REALITY, PROVIDED THAT THE COMMUNITY RETAINS SOME CONTROL.

SUBDIVISION REGULATIONS HELPS TO INSURE THAT THE CITY HAS SOME GUARANTEE THAT THE DESIGN OF STREETS, LOT LAYOUTS, INSTALLATION OF UTILITIES, RESERVATION OR DEDICATION OF PARKS, STREET RIGHTS-OF-WAY, AND OTHER FACTORS INVOLVING THE SUBDIVISION OF LAND WILL COINCIDE WITH THE INTERESTS AND WELFARE OF THE ENTIRE COMMUNITY. SUBDIVISION REGULATIONS PREVENTS THE EXPLOITATION OF LAND AND THE EXPLOITATION OF THE PROSPECTIVE LAND PURCHASER.

URBAN RENEWAL: URBAN RENEWAL IN ITS BROADEST SENSE IS THE TOTAL OF ALL PUBLIC AND PRIVATE ACTIONS WHICH MUST BE TAKEN TO PROVIDE CONTINUOUS, SOUND MAINTENANCE AND DEVELOPMENT OF THE COMMUNITY. CLINTON, LIKE OTHER CITIES THROUGHOUT THE COUNTRY, HAS SLUM AREAS WHICH ARE DECAYING. THESE BLIGHTED AREAS OFFER A THREAT TO THE WELL BEING OF "SOUND" AREAS THROUGHOUT THE COMMUNITY.

The urban renewal program offers the city an opportunity to transform slum areas into "sound" areas through the clearance, conservation, or reconditioning of the decaying portions of the community. It offers the opportunity to improve housing conditions for slum area residents while increasing the land values in the community. Also, renewal action helps to eliminate some of the causes of blight such as obsolete street layout, poor platting practices, mixed land uses and other factors encouraging physical decay of the community.

Clinton has two Negro areas which need immediate urban renewal action. These areas can be turned into productive sections of the community, and adequate standard housing for the segment of the population living in these blighted areas can be provided if both public and private interests join their efforts. Relocation housing for persons displaced by urban renewal must be provided, but it does not have to be in the renewal area.

Federal funds are available to cities if they have completed or are working toward completion of a "Workable Program" (Program for Community Improvement). The planning work now being undertaken in Clinton fills a large portion of the "Workable Program" requirement. The Federal Government will cover three-fourths of the net project cost of urban renewal action. The local community's contribution to finance urban renewal is one-fourth of the net project cost. The net project cost is the difference between the cost of acquiring, clearing, and preparing the land for reuse and the proceeds received from the resale of the land to private developers. The city's one-fourth contribution of the net project cost need not be cash alone. The city can contribute facilities such as streets, utilities, etc., to the urban renewal expenses.

It is highly recommended that Clinton take steps leading toward an active urban renewal program to help alleviate the blighted conditions in the city.

Public Improvements Program: Clinton has been in the process of developing a comprehensive plan for the city since 1958. During this period a number of public improvements have been recommended to the city. For example, several new parks are being proposed at various locations throughout Clinton and its planning area. The Public Improvements Program simply brings together all of the recommended improvements in the comprehensive plan and establishes the priority of need for each individual improvement. Each year as the annual budget for the city is being prepared, the Public Improvements Program should be examined, and the improvements with the highest priority should be included in the city's annual budget. This type of advance planning offers the city both 1) information regarding the most needed public improvements, and 2) a chance to prevent any oversight regarding the community's needs.

4 COMMUNITY FACILITIES PLAN

SCHOOLS

Introduction

From necessity the preparation of plans for school facilities must be adapted to the school district or school districts which serve the planning area population. In the case of Clinton, the school district which serves almost all of North and South Clinton Townships is the basis for school planning in the Clinton Planning Area. The 1960 combined population of North and South Clinton Townships is 13,464. It is estimated that the 1980 population of these two townships will be 21,742. If prevailing trends continue until 1980, there will be a white population of 14,567 and a non-white population of 7,175. These figures serve as a basis for projecting school needs to 1980.

Detailed Site Requirements

Some of the concerns of school planning include the access of school-age population to the school site, the size of the school site, certain physical characteristics of the school site such as topography and drainage, and the relationship of school site to the surrounding land uses.

The location of the school site should be such that it is near the center of both existing and future school population. If possible, schools should be located so that each student has the opportunity to walk to school unless the surrounding residential area is of extremely low density. Clinton does have several low density areas where the home-to-school distance is too great to walk. Fortunately, the local school system provides transportation for students beyond the walking distance.

General standards for school site sizes have been formulated by the North Carolina Department of Public Instruction, Division of Advance Planning. The recommended school site sizes are:

Elementary schools - Minimum site size of 10 acres for schools with less than 400 stuoents;

Twelve acres for schools with 400-600 stuoents, and 15 acres for schools with 800 students.

Seconoary schools - Minimum site size of 12 acres for schools with less than 400 students;

Fourteen acres for 500 students; sixteen acres for 600 stuoents; twenty acres for 800 students; twenty-four acres for 1,000 stuoents; twenty-six acres for 1,200 students.

A location chosen as a school site should be reasonably level, but there shoulo be at least a minimum slope in order to keep the site well drained. In aoition, the school site should have accessibility over improved roaos, but the major route of access shoulo not be a heavily traveled highway. The school location should not be near railroads, inoustrial and commercial areas, nor other lano uses which create noise or smoke nuisances. If acquisitions of school sites are maoe far enough in aovance, then there shoulo not be any great oifficulty in obtaining locations with the aforementioneo site requirements at a relatively inexpensive cost.

The physical aoequacy of the school plant is most often measured by oetermining the number of students per classroom. It is recommendeo that a minimum standaro of 30 students per classroom for elementary schools ano 28 students per classroom for high schools be adopted. The recommendeo school population sizes for elementary schools and high schools are:

Elementary schools - Minimum of 400 students and a maximum of 800 students.

Seconoary schools - Minimum of 700 students and a maximum of 2,000 stuoents.

Existing Schools

The Clinton City School District is composed of all of North Clinton Township and, for all practical purposes, South Clinton Township. There are five schools in the school district, including two white elementary schools, one combined Negro elementary and junior high school, one combined white junior and senior high school, and one combined Negro elementary, junior high and senior high school. The grade organization of the school system is based on six elementary grades, two junior high grades, and four senior high grades. However, the size of the school population has not made it practical to separate schools according to the grade organization in the past.

At the end of the 1960-1961 school year, the enrollment for the entire school system was 3,527. The total enrollment was broken down into the following distribution pattern:

	White	Non-White	Total
Elementary	1,173	888	2,061
Junior High	389	238	627
Senior High	514	325	839
Grand Total	2,076	1,451	3,527

Table 10 presents the 1960 - 1961 school situation and the 1980 school requirements. The most critical problem at the present is extreme overcrowding. All of the Negro school facilities are overcrowded; and of the white schools, Kerr Elementary faces the serious problem of overcrowding. None of the schools meets all of the recommended standards. However, most of the schools come very close to meeting the proposed recommendations for school site sizes. All of the existing schools are well located, and each school can expand without excessive costs. It should be pointed out, however, that

costs of land and pressure for development will decrease the possibility of expansion with each year that needed expansion is postponed.

1980 School Needs

In order to determine the amount of school land needed by 1980, the ratio of enrollment to total population was made by calculating the number of students per 100 population. It was assumed that these ratios would continue throughout the planning period until the estimated 1980 population for the school district reaches 21,742.

STUDENTS PER 100 POPULATION

	White	Non-White
Elementary	16.1	14.8
Junior High	4.3	4.9
Senior High	5.9	6.5

By applying the above ratios to the 1980 estimated population, the following school enrollments are predicted for the end of the planning period.

1980 SCHOOL ENROLLMENT

	White	Non-White	Total	Increase from 1960
Elementary	2,156	1,155	3,311	1,250
Junior High	714	309	1,023	396
Senior High	947	432	1,370	531
Grand Totals	3,817	1,887	5,704	2,177

The increase of 2,177 students between 1960 and 1980 will require one new white elementary school, one new Negro elementary school, one new white high school and some expansion of existing facilities. Two of the proposed school sites are located in Planning District 9, the remaining site is located in

PLANNING DISTRICT 6. THE ESTIMATED 1980 ENROLLMENT OF 5,704 STUDENTS WILL REQUIRE 131 ACRES OF SCHOOL LAND. AT THE PRESENT, 65 ACRES OF LAND ARE BEING USED FOR SCHOOL PURPOSES, AND AN ADDITIONAL 33 ACRES HAS BEEN PURCHASED FOR TWO NEW SCHOOL SITES. THUS, A TOTAL OF 88 ACRES OF LAND IS OWNED BY THE SCHOOL SYSTEM. FORTY-THREE ACRES OF ADDITIONAL LAND WILL BE NEEDED TO MEET THE 1980 SCHOOL NEEDS. EIGHTEEN ACRES OF THIS LAND WILL BE NEEDED FOR A NEW WHITE HIGH SCHOOL, AND TWENTY-FIVE ACRES WILL BE NEEDED FOR EXPANSION OF EXISTING SCHOOL SITES, BOTH WHITE AND NON-WHITE.

TABLE 10. SCHOOLS

SCHOOLS	EXISTING SCHOOLS ENROLLMENT	PUPILS PER CLASSROOM	CLASSROOMS	SITE SIZE	YEAR BUILT	GRADE ORGANIZATION	1980 PROPOSED SCHOOLS ENROLLMENT	PUPILS PER CLASSROOM	SITE SIZE	TOTAL CLASSROOMS	NO. OF NEW CLASSROOMS	GRADE ORGANIZATION
WHITE												
ELEMENTARY	1,173	33	36	21		1-6	2,156	30	45	72	36	1-6
Kerr	517	34	15	9	1954	1-6	750	30	15	25	10	1-6
College Street	656	31	21	12	1909-56	1-6	626	30	12	21		1-6
Proposed "A"							780	30	18	26	26	1-6
JUNIOR HIGH (TOTAL)							714	26	18	27	27	7-8
Proposed "B"							714	26	18	27	27	7-8
HIGH SCHOOL (TOTAL)	903	26	35	20		7-12	947	27	23	35		9-12
CLINTON HIGH /1	903	26	35	20	1924-61	7-12	947	27	23	35		9-12
Junior High 514						7-8						
Senior High 389						9-12	947					9-12
NEGRO												
ELEMENTARY (TOTAL)	623	33	19	9			1,155	30	27	39	20	1-6
BUTLER AVENUE /2	623	33	19	9	1949-58	1-8	575	30	12	19		1-6
Elementary 472						1-6	575					1-6
Junior High 151						7-8						
Proposed "C"							580	29	15	20	20	1-6
JUNIOR & SENIOR HIGH (TOTAL)	828	36	23	15			732	27	18	27	4	7-12
SAMPSON HIGH /3	828	36	23	15	1918-57	1-12	732	27	18	27	4	7-12
Elementary 325						1-6						
Junior 87						7-8	309					7-8
Senior High 416						9-12	423					9-12
GRAND TOTAL	3,527	32	113	65			5,704	28	131	200	87	

1/ Clinton High is a combined Junior and Senior High School.
2/ Butler Avenue is a combined Elementary and Junior High School.
3/ Sampson High is a combined school with all twelve grades.

CLINTON
North Carolina

RECREATION

NEED FOR RECREATION

THE MECHANIZATION OF INDUSTRY, BUSINESS, AND AGRICULTURE HAS GREATLY REDUCED THE NUMBER OF WORK HOURS REQUIRED FROM OUR LABOR FORCE. TODAY, THE FORTY-HOUR WORK WEEK IS CONSIDERED NORMAL; FOR OTHERS, THE WORK WEEK IS ONLY THIRTY-FIVE HOURS; AND THE THIRTY-HOUR WORK WEEK IS ALMOST A CERTAINTY FOR THE FUTURE. CONSEQUENTLY, LEISURE TIME IS INCREASING, AND IT SHOULD BE PUT TO CONSTRUCTIVE USE. THERE ARE TWO DIVERGENT CHOICES WHICH CLINTON CAN TAKE IN REGARD TO LEISURE TIME; FIRST, THE COMMUNITY CAN PLAN FOR RECREATIONAL OPPORTUNITIES FOR ITS PEOPLE; OR, SECONDLY, THE COMMUNITY CAN STAND AND WATCH LEISURE TIME BEING WASTED FROM NON-CONSTRUCTIVE USE.

EXISTING FACILITIES

AT THE PRESENT, CLINTON HAS ONLY ONE FOUR-ACRE WHITE RECREATIONAL AREA--CENTRAL PARK ON FISHER DRIVE. THE AFOREMENTIONED FACILITY CONTAINS A SWIMMING POOL, BALL PARK, RECREATION CENTER, AND SOME PLAY EQUIPMENT. EXTREME OVERCROWDING IS THE MAJOR PROBLEM WITH THE EXISTING FACILITY.

THE SCHOOL GROUNDS HELP TO MAKE UP FOR SOME OF THE DEFICIENCIES IN RECREATIONAL LAND. THEY SERVE AS PLAYFIELDS AND PLAYGROUNDS FOR SOME OF THE AREAS IN THE CITY. THE ONLY RECREATION SPACE FOR NEGROES IS LOCATED ON THE NEGRO SCHOOL SITES.

AT THE MOMENT, THE RECREATION PROGRAM IS NOT UNDER THE AUSPICES OF THE CITY. LOCAL GOVERNMENTAL OFFICIALS, RECREATION OFFICIALS, AND THE GENERAL PUBLIC SHOULD WORK TOWARD THE IMMEDIATE ESTABLISHMENT OF A CITY RECREATION DEPARTMENT. RECREATION IS A PUBLIC RESPONSIBILITY, AND THE CITY SHOULD ACCEPT THIS RESPONSIBILITY BEFORE OPEN SPACE AND "ROOM TO BREATHE" BECOME A THING OF THE PAST.

Space Requirements

A widely accepted minimum standard for recreation space needs is one acre of land per 100 persons. The existing planning area population of approximately 9,996 would indicate a 96 acre deficiency in recreational land. This situation is alarming, but the problem is not insurmountable. Fortunately, the Clinton Recreation Commission has obtained approximately 24 acres of recreation land as a gift from the city. Eight acres of this land, formerly a city landfill site, are being prepared for use as a Negro recreation area. The remaining sixteen acres are still in use as a landfill area, but they will be turned into a recreation area when repletion is reached. If the four-acre Central Park land is added to the 24 acres of new land for recreation, then the present deficiency of land is reduced to 72 acres.

By 1980, the estimated planning area population of 15,150 will need 152 acres of recreation land. This would indicate that Clinton will need an additional 124 acres of land for recreation. Such a large increase is difficult to achieve, but immediate action will prevent the possibility of the task's becoming insurmountable.

Standards for Recreation Facilities

Normally, a comprehensive recreation program incorporates three different types of recreation facilities: residential play-lots or tot-lots, neighborhood recreation and park areas, and a community recreation and park area. Clinton's population forecast and the consideration of the existing deficit in recreational lands would not seem to indicate the feasibility or real necessity for the establishment of a community recreation and park area during the planning period.

The Clinton Recreation Commission in consultation with city officials and state recreation officials has established the need for two types of facilities:

TOT-LOTS AND NEIGHBORHOOD RECREATION AREAS. THE TOT-LOTS WILL HAVE A MINIMUM SITE OF ONE ACRE AND A MAXIMUM OF THREE ACRES. THESE AREAS WILL BE LOCATED WHERE THERE IS A RELATIVELY HIGH DENSITY OF YOUNG PEOPLE. THEY WILL BE FENCED AREAS WITH PARK BENCHES, SAND BOXES, OUTDOOR BASKETBALL COURTS, AND PLAY-GROUND APPARATUS. THE NEIGHBORHOOD RECREATION AREAS WILL HAVE A MINIMUM SITE OF TEN ACRES AND A MAXIMUM OF TWENTY ACRES. THEY WILL CONTAIN A RECREATION CENTER, LIGHTED BALL FIELDS, LIGHTED TENNIS COURTS, AN OUTDOOR GAME AREA, LAWN GAME AREA, TOT AREA, APPARATUS AREA, PICNIC AREA, AND AMPLE PARKING.

Selecting the Site

IN SELECTING THE SITES FOR RECREATIONAL PURPOSES, THE FOLLOWING CRITERIA SHOULD BE USED:

1. THE LAND SHOULD BE REASONABLY LEVEL, AND GRADING SHOULD BE POSSIBLE WITHOUT UNDUE EXPENSE.
2. EACH OF THE SITES SHOULD HAVE EASY ACCESS TO A MAJOR THOROUGHFARE, AND ITS LOCATION SHOULD BE CONVENIENT AND ACCESSIBLE TO RESIDENTIAL AREAS.
3. RECREATION SITES SHOULD TAKE ADVANTAGE OF ANY NATURAL FEATURES IN THE SURROUNDING LANDSCAPE.

Proposed Sites

THE PROPOSED RECREATION AREAS IN TABLE 11 PROVIDE FOR A TOTAL OF 116 ACRES OF RECREATION SPACE IN CLINTON. APPARENTLY, THERE WOULD STILL BE A DEFICIT IN RECREATION LAND WHEN THE PROPOSED SITES ARE PUT INTO USE. HOWEVER, THE EXISTING AND PROPOSED SCHOOL SITES ARE GENERALLY LARGE ENOUGH TO BE CONSIDERED AS SCHOOL-PARK COMBINATIONS, AND THESE AREAS SHOULD BRING THE AMOUNT OF RECREATION SPACE UP TO RELATIVELY ADEQUATE STANDARDS BY 1980.

THE FOLLOWING RECREATION AREAS ARE EITHER IN USE OR SHOULD BE IN USE BY THE END OF THE PLANNING PERIOD:

TABLE 11 EXISTING AND PROPOSED RECREATION FACILITIES

WHITE AREAS	PLANNING DISTRICT	TYPE	STANDARD RECOMMENDED	EXISTING OR PROPOSED ACREAGE
CENTRAL PARK	1	NRA [1]	10-20 ACRES	8 ACRES
PROPOSAL A	9	NRA	10-20 ACRES	16 ACRES
PROPOSAL B	7	NRA	10-20 ACRES	15 ACRES
PROPOSAL C	2	TL [2]	1-3 ACRES	2 ACRES
PROPOSAL D	8	NRA	10-20 ACRES	15 ACRES
PROPOSAL E	10	NRA	10-20 ACRES	15 ACRES
NEGRO AREAS	**PLANNING DISTRICT**	**TYPE**	**STANDARD RECOMMENDED**	**EXISTING OR PROPOSED ACREAGE**
PROPOSAL F	3	NRA	10-20 ACRES	12 ACRES
PROPOSAL G	11	NRA	10-20 ACRES	15 ACRES
PROPOSAL H	6	NRA	10-20 ACRES	15 ACRES
PROPOSAL I	6	TL	1-3 ACRES	3 ACRES

1) NEIGHBORHOOD RECREATION AREA
2) TOT-LOT

THE FACT THAT CLINTON HAS ONLY FOUR ACRES OF RECREATION LAND IN ACTIVE USE TODAY CLEARLY INDICATES AN EXISTING NEED FOR MORE CONSTRUCTIVE USE OF LEISURE TIME. THE TWENTY-FOUR ACRES WHICH THE CITY HAS GIVEN TO THE CLINTON RECREATION COMMISSION BRINGS THE PRESENT TOTAL OF AVAILABLE LAND TO TWENTY-

EIGHT ACRES. THIS MEANS THAT AN ADDITIONAL EIGHTY-EIGHT ACRES WILL NEED TO BE PURCHASED AND PUT INTO ACTIVE RECREATION SPACE BY 1980. NEEDLESS TO SAY, EVERY OPPORTUNITY FOR SECURING ADDITIONAL SPACE FOR RECREATION SHOULD BE SEIZED.

CLINTON
North Carolina

LIBRARIES

Existing Library Facilities

The public library service offered in a community is one of the major indices used for measuring cultural opportunities. The public libraries are one of the primary means available to the adult population for improving their educational level.

At the present, Clinton is being served by the Sampson County Public Library System which possesses 24,408 volumes. The annual library reports for the years 1959-60 and 1960-61 contained the following statistics.

VOLUMES

	Added	Owned	Circulated
1959-60	1,466	24,012	72,443
1960-61	1,791	24,408	74,234

The statistics above indicate that the residents of Clinton have approximately three books per capita at their disposal.

The main Sampson County Public Library in Clinton has recently moved to a new location in the former American Legion Building on Connestee Street. This new facility is roomy and adequate for the volume size of the library. In addition to the main library room, adequate office space is available for the library staff. There are no meeting room facilities for discussion groups, but the basement of the library can be renovated to meet this need. Some of the library services offered include an inter-library loan arrangement with the State Library in Raleigh, a film ordering service, and a bookmobile unit covering all of Sampson County. The main library staff consists of two professional librarians, one non-professional, two bookmobile workers, and one janitor.

Approximately two-thiros of the county library buoget comes from county funos, while the remaining one-thiro comes from the State ano Feoeral Governments.

Future Library Neeos

The recent move of the main Sampson County Public Library has brought library facilities in Clinton up to relatively aoequate stanoards. However, renovation of the "new" main library will be necessary for offering additional services. The volume size of the Negro library on McKoy Street should be increaseo in oroer to provioe sufficient reference materials.

At some time ouring the planning perioo, the library demands will reach a point at which an aooitional library in Clinton will become a necessity. This ooes not mean that the Sampson County Public Library System is not adequate to serve the library neeos for Clinton. Insteao, it simply means that the library will not be able to aoequately serve the neeos of both Clinton ano Sampson County for the next twenty years.

The city shoulo oevelop a new city library orienteo towaro the neeos of businessmen and shoppers. The main Sampson County Public Library woulo still serve as the major source of reference materials. The proposeo city library shoulo be locateo within the Central Business District in order to intercept peak volumes of pedestrian traffic, ano it will require a site in an intensively oevelopeo area. As a result, site acquisition costs will be one of the major factors to consioer in selecting the library's specific location. The possibility of either renting or leasing a vacant commercial builoing for library use coulo provioe a feasible alternative to actual purchase of a library site.

FIRE PROTECTION

Existing Fire Protection Facilities

The Clinton Fire Department is manned by twenty-one volunteer firemen and three paid firemen. The department is equipped with two 750 gallon pumper trucks and one 1,000 gallon pumper truck. The central fire station is located on Chestnutt Street. Plans are under way for a fully equipped rescue squad to serve the needs of the area. The Clinton Fire Department answers calls within the incorporated city limits and its immediate environs. A standard fee of one hundred dollars is charged for all calls outside the city limits.

The fire protection offered to the city's residents is dependent upon the local water supply and the resultant city policies. The present city policy will not allow installation of fire hydrants on anything less than a six inch water line. Also, local policy calls for fire hydrants to be located every 1,000 feet or less within the city's developed area. This means that maximum hose line length will not exceed 500 feet.

Future Plans for Fire Protection

The National Bureau of Fire Underwriters recommends one pumper company per 10,000 population. This standard does not establish a clear cut need for an additional pumper company during the planning period. However, due to the low density of residential development and the character of the traffic movement in the eastern and western edges of the city, it will be necessary to add a second fire station in the northern section of the city in order to offer adequate fire protection to the residential areas. The location of a new fire station should offer the greatest flexibility possible for the fire protection function. In general, a location near the intersection of major traffic arteries will offer the most flexibility.

POLICE PROTECTION

The Clinton Police Department is manned by 15 persons. Thirteen of these are sworn-in personnel, and two are school guards. This means that Clinton has either 1.75 or 2.00 police personnel per 1,000 population, depending on whether the school guards are included in the calculations.

The police department is located in the new municipal building on Lisbon Street, and it patrols the city with two radio equipped police cars and one motorcycle. An additional police car will be needed to patrol the expanding suburban areas on the outskirts of the city. Plans are under way for the purchase of new equipment for a radio system.

At the present time, the city is using the county jail jointly with the county. This arrangement has worked out satisfactorily, and the present jail facilities are adequate to serve any foreseeable needs during the planning period.

WATER DISTRIBUTION SYSTEM

Existing Water System

The City of Clinton is responsible for providing a water supply that is safe, clear, and potable. Also, there is a responsibility for providing an adequate pressure and supply of water for fire protection needs. The city is also obligated to supply water at a reasonable cost.

Clinton's water system, operated by the city, furnishes the city's residents with an abundant supply of water due to the geology of the Coastal Plain Area of North Carolina. The particular geological formation in the area yields large quantities of water from deep wells. Clinton is indeed fortunate since the plentiful water supply will allow the city to grow and develop without any major problems regarding one of its major natural resources.

The water supply in Clinton comes from three deep wells which furnish 1500 GPM, 1000 GPM, and 400 GPM, respectively. The 1500 GPM deep well has a 1000 GPM emergency pump to increase water supply whenever the need arises. The capacity of the water system is approximately 4,176,000 gallons per day. At the present, approximately 1,000,000 gallons per day is being used. Therefore, the present water supply is more than adequate to handle demand during peak hours. The water supplied by the three deep wells is pumped directly from the wells into the distribution system to individual users. There are three elevated water tanks with a combined capacity of 375,000 gallons. These tanks assure uniform water pressure, provide for hourly variations in demand, and assure an ample supply of water for fire fighting purposes. The existing quantities of water are sufficient to meet the existing municipal needs, and they also provide a ready potential for industrial use.

Fortunately, the water supplied to Clinton does not require the removal of solids by filtration. Also, the amount of iron and manganese in the water is not great enough to require removal. However, the water is protected against bacteriological contamination by chlorination, a factor which is extremely important for the public health of Clinton's residents.

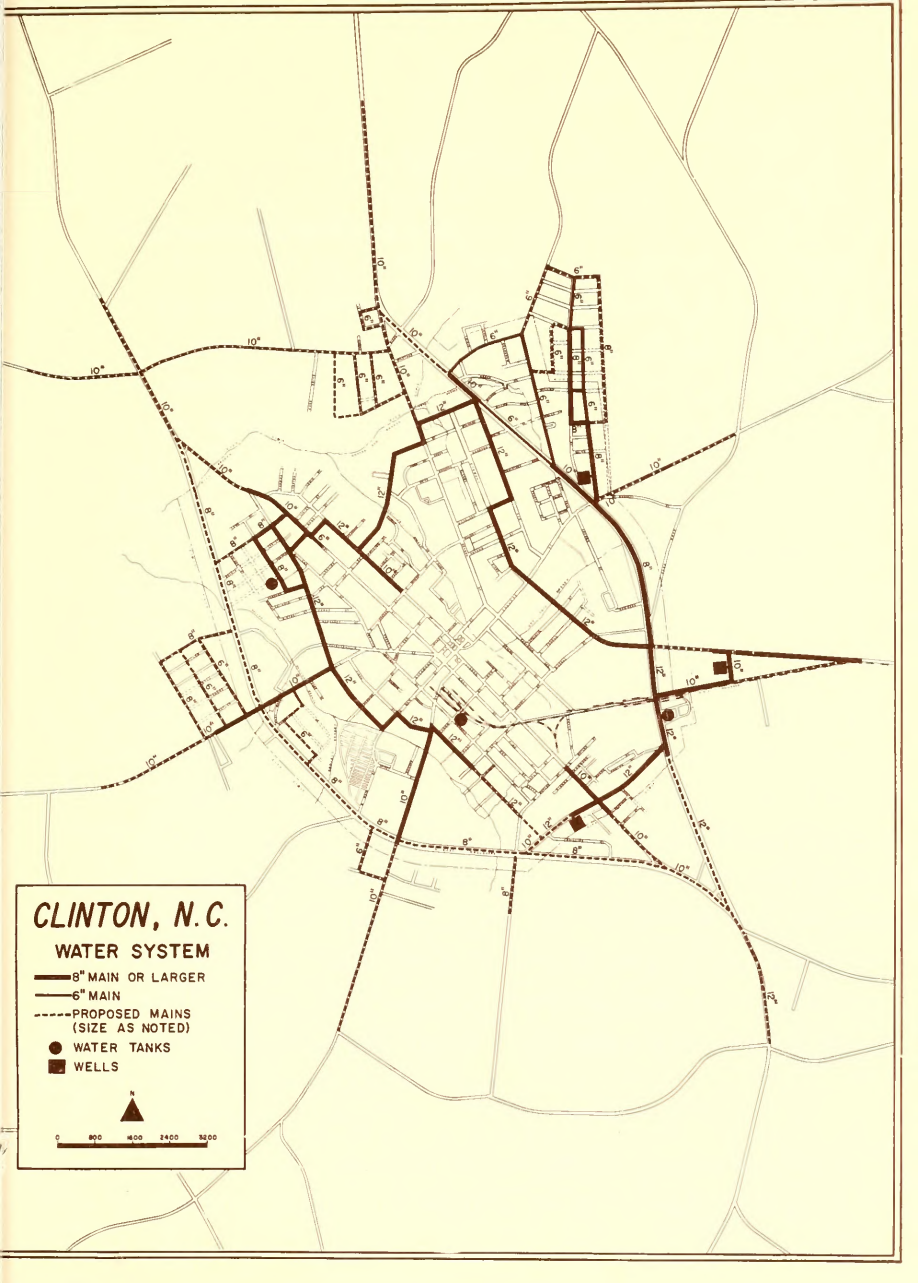
The Clinton water system is supported entirely by revenues derived from the sale of water. Financing for the expansion and development of the water system is accomplished by bonds issued against anticipated revenue from water collections.

The city has a policy which requires that water and sewer service be extended to all lots of new subdivisions whenever these utilities are reasonably accessible. All installation costs for the development of a system are the sole responsibility of the subdivision developer or developers.

Future Plans

Any future plans for expanding Clinton's water distribution system must be directly correlated to the residential, commercial, and industrial growth in the community. The majority of the residential growth during the next ten years is expected to occur in the northeast, north, and west. This growth will require the extension of new water mains into these areas. The extension of water mains to the north along U. S. 701 and North Boulevard is extremely important to future residential development. Likewise, the area north of N. C. 24 and west of U. S. 421 is expected to develop rapidly as a residential area during the foreseeable future, and the extension of water lines into this area will be a necessity. During the next twenty-year period, residential development in Clinton is expected to form a concentric ring around the existing city.

Future commercial development is expected to occur in areas which are already served by the existing water system. Industrial areas, however, may necessitate some major extensions of the water system. The major area for industrial expansion, the area along U. S. 701, Warsaw Road, and the ACL Railroad, may require great quantities of water, depending on the water using capacity of future industrial development. Definite plans should be made immediately to prepare for supplying adequate quantities of water for future industrial growth, particularly to the east of the city.


CLINTON, N.C.
WATER SYSTEM
8" MAIN OR LARGER
6" MAIN
PROPOSED MAINS (SIZE AS NOTED)
WATER TANKS
WELLS
N
0
800
1600
2400
3200

SANITARY SEWERAGE SYSTEM

Existing Sanitary Sewerage System

Clinton's sanitary sewerage system carries sewage from two separate drainage areas into Williams Mill Branch, a tributary of the Great Coharie Creek. Three lift stations are being used to help lift the sewage at critical locations where gravity flow will not carry off the wastes. The use of lift stations indicates that the two drainage areas are artificially created instead of natural drainage areas. Sewer service is available to almost every residence and commercial establishment within the city limits. However, only two areas outside the city, a residential area along Carolina Avenue and an industrial area along the Atlantic Coast Line Railroad, are now being serviced by the sanitary sewerage system.

At the moment, Clinton does not have a sewage treatment plant. As a result, the community's wastes are discharged, untreated, into the Williams Mill Branch. This situation is expected to receive immediate attention.

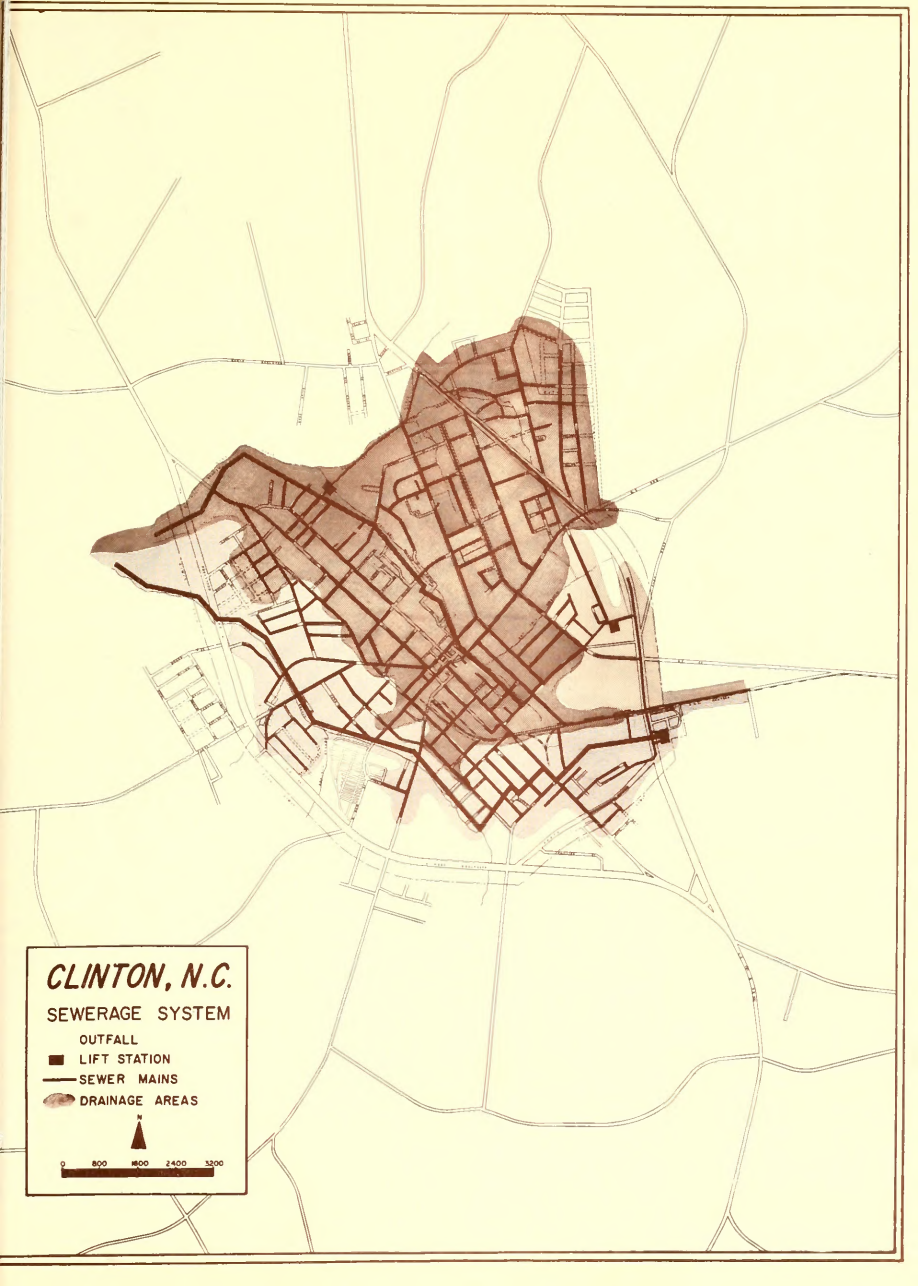
All outfall lines are installed at the city's expense. City policy requires that all subdivisers construct, at their own expense, adequate sewer lines to all newly formed lots. This policy applies to both the incorporated city and to all areas within one mile of the city limits which are reasonably accessible to the sewerage system. In built-up areas, the abutting property owners are assessed for all collector sewers and laterals up to the cost for six-inch lines. Where large sewer lines are required, the city will bear the cost exceeding that of a six-inch line.

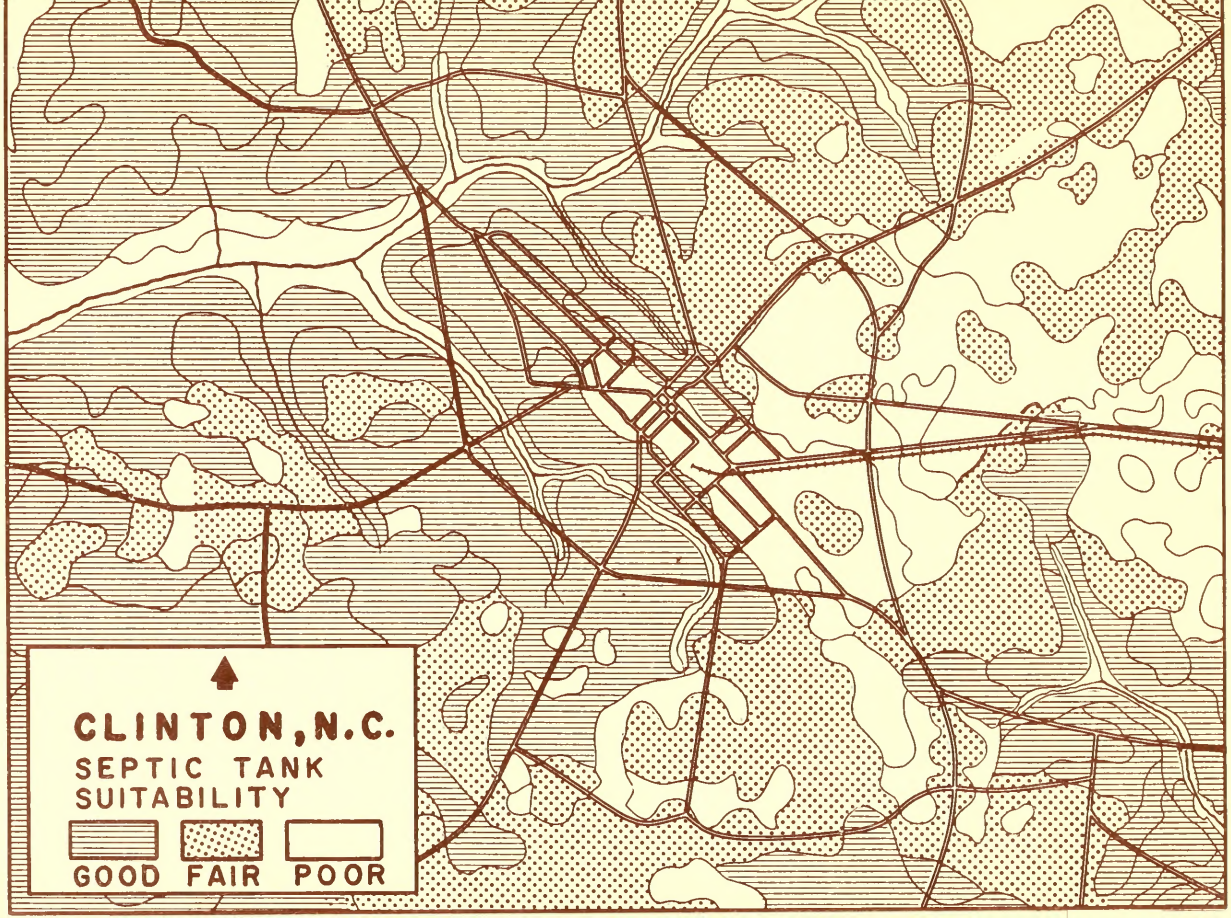
Future Plans

Plans are now under way for the addition of a third outfall line and drainage area, primarily for industrial use, to help relieve some of the

EXISTING SEWAGE LOADS AND TO ALLOW FOR EXPANSION OF THE SEWERAGE SYSTEM. THIS IMPROVEMENT TO THE SEWERAGE SYSTEM WILL PROVIDE ONE OF THE MAJOR INGREDIENTS FOR FUTURE INDUSTRIAL GROWTH IN THE EXISTING INDUSTRIAL DISTRICT EAST OF THE CITY. ALSO, THE EXISTING OUTFALL LINES WILL BE ABLE TO CARRY OFF MORE RESIDENTIAL AND COMMERCIAL WASTES AS A RESULT OF REDUCED SEWAGE LOADS.

CONCRETE PLANS ARE NOW BEING TAKEN TO REMEDY THE PRESENT NEED FOR A SEWAGE TREATMENT PLANT FOR THE CITY. THESE PLANS CALL FOR THE CONSTRUCTION OF A TREATMENT PLANT WEST OF U. S. 421 ALONG THE WILLIAMS MILL BRANCH. THE LAND NEEDED FOR THIS PROPOSED FACILITY HAS BEEN PURCHASED. THE PROPOSED TREATMENT PLANT COULD BE EXPANDED TO MEET THE NEEDS FOR A POPULATION OF APPROXIMATELY 15,000. MOST OF THE NORTHERN AND WESTERN SECTIONS OF THE PLANNING AREA COULD EVENTUALLY BE SERVED BY THE PROPOSED TREATMENT PLANT, ADDITIONAL OUTFALL LINES, AND SMALL LIFT STATIONS. EXPANSION OF SEWER SERVICE TO THE EASTERN AND SOUTHERN PORTIONS OF THE PLANNING AREA IS LIMITED TO SOME EXTENT BY THE LEVEL TOPOGRAPHY.


CLINTON, N.C.
SEWERAGE SYSTEM
OUTFALL
LIFT STATION
SEWER MAINS
DRAINAGE AREAS
N
0
800
1600
2400
3200


CLINTON, N.C.
SEPTIC TANK
SUITABILITY
GOOD
FAIR
POOR

STORM DRAINAGE SYSTEM

WILLIAMS MILL BRANCH AND ITS TRIBUTARIES, CAT TAIL BRANCH AND DOLLAR BRANCH, ARE THE MAIN DRAINAGE OUTLETS FOR STORM RUNOFF IN CLINTON. AN UNNAMED SMALL BRANCH CROSSING U. S. 701 NEAR KERR ELEMENTARY SCHOOL HELPS TO PROVIDE A STORM DRAINAGE OUTLET FOR A SIZABLE NATURAL DRAINAGE AREA IN THE NORTHEAST SECTION OF THE CITY. SEVERAL SMALL TRIBUTARIES OF DOLLAR BRANCH ALSO HELP TO PROVIDE DRAINAGE OUTLETS ALONG THE WESTERN EDGE OF THE CITY.

THE STORM DRAINAGE SYSTEM IS DIRECTLY RELATED TO NATURAL DRAINAGE AREAS, AND THE OUTFALLS FOR STORM RUNOFF CAN BE AT ALMOST ANY POINT ALONG ONE OF THE MAIN DRAINAGE OUTLETS SINCE THE STORM WATER RUNOFF IS GENERALLY HARMLESS. SINCE THE STORM DRAINAGE SYSTEM CAN HAVE MANY OUTFALL POINTS, THERE ARE ALSO NUMEROUS SMALL STORM DRAINAGE AREAS. THE SANITARY SEWERAGE SYSTEM, IN CONTRAST, CARRIES WASTES TO ONLY A FEW OUTFALLS DUE TO THE DANGER TO THE COMMUNITY HEALTH FROM STREAM POLLUTION.

IN CLINTON, RUNOFF WATER IS CARRIED OFF THROUGH NUMEROUS CATCH BASINS, DRAINS, AND OPEN DITCHES TO THE NATURAL WATER COURSES. SINCE THE AREA IS SUBJECT TO "FLASH STORMS," THE USE OF OPEN DITCHES IS CONSIDERED ACCEPTABLE WITH PROPER MAINTENANCE AND PROTECTION FROM HAZARDS.

CLINTON'S MAJOR DRAINAGE PROBLEMS RESULT FROM THE POOR ABSORPTIVE CAPACITY OF THE SOIL IN CERTAIN SOUTHERN AND EASTERN SECTIONS OF THE PLANNING AREA. THE MAP ON SEPTIC TANK SUITABILITY, BASED ON THE ABSORPTIVE CAPACITY OF SOILS, INDICATES AREAS WHERE THE STORM DRAINAGE SYSTEM MAY RECEIVE EXCESSIVE AMOUNTS OF RUNOFF. ALSO, IT INDICATES FLOOD PLAIN SOILS ALONG STREAMS WHICH SHOULD BE PROTECTED WITH ADEQUATE PUBLIC RIGHTS-OF-WAY OR EASEMENTS IN ORDER TO PREVENT THE DEVELOPMENT OF ANY IMPERVIOUS SURFACES ALONG THE NATURAL WATER COURSES.

SANITATION

The City of Clinton has the formidable responsibility for maintaining a clean, sanitary and attractive city. The health of the city's residents is dependent upon adequate storage, collection, and disposal of the community's wastes. Many public nuisances such as smoke, odors, and scattered rubbish can result from poor practices in regard to a city's refuse. In addition to the collection and disposal of refuse from homes and commercial establishments, the city has the responsibility for keeping all public areas clean.

To accomplish the task of keeping Clinton clean and sanitary, the city's sanitation staff operates two packer trucks on a full-time basis, two open body trucks on a part-time basis, a bull clam, a street sweeper, a front end loader, and various types of mowers.

Refuse, the solid wastes of the community, is disposed of by the landfill method in Clinton. At the present, the city is using a sixteen acre site west of U. S. 421 along Dollar Branch. The existing landfill site does not have an adequate amount of sand and inert material to apply over the refuse. Every effort should be made to protect the public health by avoiding the last resort method of waste disposal--the open dump. A properly operated sanitary landfill can be a very satisfactory method of refuse disposal.

The choice of future landfill sites is one of the most important decisions which the city must make. Any decision which the city makes will, generally speaking, have a radical effect upon the future plans for the surrounding area. Some of the important factors to consider in landfill site location are: the distance from the source of refuse, availability of access roads, climatic influences, and surrounding land uses. Low areas such as marshes and swamps can be put to good use as landfill sites if the natural drainage courses are not disturbed.

PUBLIC BUILDINGS

City

The city's administrative functions are performed in the new municipal building located on the corner of Lisbon and John Streets. This new facility provides office and work space for the mayor, city manager, city engineer, building inspector, water department, police department, and city council. The municipal building was planned with expansion in mind. A second story can be added to the existing building at a minimum cost due to the city's foresight at the time of the original construction.

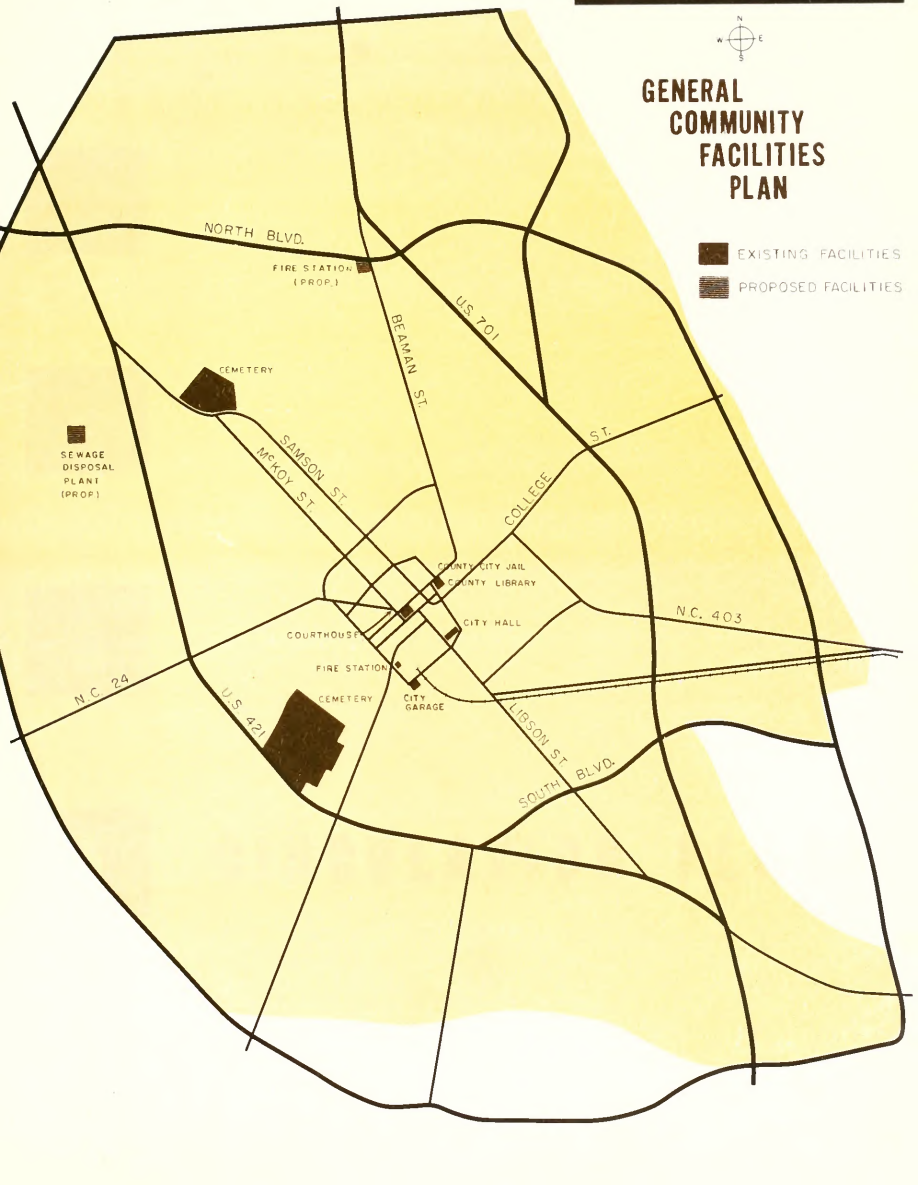
County

The Sampson County Courthouse is located at the "courthouse square" in the central business district. The main offices and activities operating from the courthouse are the sheriff's office, county court, state court, clerk of court, register of deeds, tax offices, USDA offices, Veterans' Administration, Armed Forces recruiting offices, and other similar activities.

CEMETERIES

The city owns and maintains cemeteries for both white and colored residents. The white cemetery, Spring Vale, has more than enough available plots to serve Clinton's needs for the duration of the planning period. The Clinton Colored Cemetery was acquired by the city during 1961. Plans are under way to clean up, landscape, and develop the colored cemetery to adequately serve the needs of the Negro population.

CLINTON
North Carolina



5 CIRCULATION PLANS

MAJOR THOROUGHFARE PLAN

Introduction

The concept of a long range thoroughfare plan is to furnish data and basic ideas by which a city may guide itself toward planning and preparing for its future traffic needs. Fundamentally, its basic objective is to provide a functional plan of streets capable of efficiently serving the future urban area. The proposed system of streets should be adaptable to anticipated future land uses as well as fitting for existing land uses. The standards of design and detail should assure adequate capacities and the proposed system should be economically practical for prevailing conditions.

The fact that traffic volumes are now equal and at times exceeding the capacity of the downtown streets in Clinton makes it obvious that something must be done to improve the street system. In small cities surrounded by rural areas, such as Clinton, the average person will continue to have an increasing dependence upon private automotive transportation; and unless provisions are made for the efficient movement and storage of the automobile, clients, customers and businesses will gradually begin to desert the existing business area for more accessible locations.

It is impossible to think of widening existing streets in the central business area. It is also impractical to widen many of the streets leading into the central area because they have been developed for strip business. However, the widening of these streets is not the only answer to the problem. When we look at the existing street system in Clinton, it is evident that it was laid out similar to the spokes of a wheel with all streets converging into a few streets encircling the courthouse. When traffic problems were of no significance, this was a logical approach. However, with today's dispersed

INDUSTRIAL ACTIVITY, LOCAL SHOPPING, WHOLESALE AREAS, RECREATIONAL AREAS AND SCHOOLS, THE DESTINATION POINTS OF TRAFFIC ARE WIDELY SCATTERED THROUGHOUT THE COMMUNITY.

Types of Streets

THERE ARE SEVEN TYPES OF STREETS THAT MAY BE DEFINED AS FUNCTIONAL COMPONENTS OF THE THOROUGHFARE PLAN.

Residential Streets: THE RESIDENTIAL OR LIVING STREETS MAKE UP APPROXIMATELY THREE-QUARTERS OF THE ENTIRE STREET SYSTEM. THEY SHOULD BE BUFFERED FROM THE TRAFFIC STREETS AND PURPOSELY PLANNED NOT TO BE EFFICIENT FOR THROUGH TRAFFIC MOVEMENT.

Collector Streets: A SYSTEM OF COLLECTOR STREETS IS NECESSARY TO MOVE TRAFFIC FROM THE RESIDENTIAL STREETS TO THOSE STREETS THAT WILL SERVE AS MAJOR THOROUGHFARES. THESE COLLECTOR STREETS WILL BE WIDER THAN THE RESIDENTIAL STREETS AND WILL HANDLE MORE TRAFFIC.

Radial Streets: A RADIAL STREET SYSTEM IS NEEDED TO MOVE THAT TRAFFIC THAT DESIRES TO TRAVEL FROM THE OUTER AREAS TO THE INNER AREA.

Cross-Town Routes: THESE ROUTES ARE ADDITIONS TO THE BUSINESS AREA STREET SYSTEM. THEY TEND TO BOUND BUSINESS AREAS IN SUCH A WAY AS TO PERMIT TRAFFIC TO MOVE FROM ONE SIDE OF THE CITY TO THE OTHER SIDE WITHOUT PASSING THROUGH THE BUSINESS AREA. THEY ALSO CARRY BUSINESS AREA TRAFFIC AND DISPERSE THE TRAFFIC LOAD TO THE CENTRAL AREA STREETS.

Business Streets: A SYSTEM OF BUSINESS AREA STREETS WILL PERMIT EFFICIENT MOVEMENT TO AND FROM THE OFF-STREET PARKING AREAS. IT IS NORMALLY IMPOSSIBLE TO WIDEN THE STREETS IN THE BUSINESS AREA; THEREFORE, THE ONLY MANNER IN WHICH ADDITIONAL TRAFFIC CAPACITY CAN BE OBTAINED IS BY THE REDUCTION OF ON-STREET PARKING.

Loop Streets: There will be a need for special loop streets throughout the urban area. These streets are required to care for traffic that desires to move from one quadrant of the city to another.

Bypasses: A system of bypasses is usually needed to divert all through state and national traffic around the city. The diversion of these through vehicles permits additional local vehicles to use the urban street system.

Off-Street Parking: Obviously, no city can hope to grow and prosper without off-street parking. Parking on the street is usually completely inadequate to meet shopping demands. It must be realized that the purpose of the business area street is to handle local circulation and not to store vehicles. The off-street parking lots should be located close to or adjacent to the crosstown system. If this can be accomplished, traffic will move to the central area on the crosstown system and thence to the parking lots without having to make use of the business streets.

Design Standards

The design standards are concerned with street widths for moving traffic. The following standards indicate desirable widths for various types of traffic.

Residential Streets: The desirable width for residential streets is a minimum of 32 feet and a maximum of 36 feet. Curb and gutter sections should be used throughout. The desirable right-of-way for a residential street will vary from a minimum of approximately 45 feet to a maximum of 60 feet.

Collector Streets: Collector streets should permit two adequate lanes for traffic and two parking lanes. Having slightly higher volumes and running speeds, collector streets should have a minimum width of 36 feet and a maximum width of 40 feet. Curb and gutter sections should be

USED THRDUGHDUT. THE DESIRABLE RIGHT-OF-WAY FOR THESE STREETS SHDULD BE FROM A MINIMUM OF 50 FEET TO A MAXIMUM DF 65 FEET.

THOROUGHFARES: WHEN EXISTING STREETS ARE WIDENED, THE EXISTING RIGHT-OF-WAY AND THE EXISTING STRUCTURES WILL LARGELY DETERMINE THE WIDTHS USED. IN MOST CASES, WIDENING OF EXISTING STREETS WILL NOT PERMIT PARKING ALONG THE FACILITY. HOWEVER, NEW THOROUGHFARES MAY PROVIDE FOR PARKING IF SUFFICIENT WIDTH IS AVAILABLE. MOST MAJOR THORDUGHFARES SHOULD HAVE AT LEAST FOUR LANES FOR MOVING TRAFFIC. THE MINIMUM DESIRABLE WIDTH FOR A FOUR-LANE STREET IS 48 FEET. HOWEVER, FOUR 11-FOOT LANES OR 44-FOOT WIDTH WILL SUFFICE UNDER CRITICAL CDNDITIDNS WITHOUT NOTICEABLY REDUCING THE STREET CAPACITY OR CAUSING UNDUE HAZARD. MAJOR THOROUGHFARES WITH FOUR TRAFFIC LANES ON NEW LOCATIONS SHOULD REQUIRE AN EIGHTY-FOOT RIGHT-OF-WAY, WHEREAS TWO-LANED THOROUGHFARES MAY SUFFICE ON A SIXTY-FOOT RIGHT-OF-WAY.

BUSINESS STREETS: IMPORTANT BUSINESS STREETS IN THE DOWNTOWN AREA, COMMERCIAL AREAS OR INDUSTRIAL AREAS, WHERE A HIGH TURNDVER OF PARKING IS EXPECTED, SHOULD HAVE ADDED WIDTH IN TERMS OF A MANEUVERING LANE FDR PARKING VEHICLES. PARALLEL PARKING MANEUVERS, INCLUDING THE MANEUVERING LANE, REQUIRE A TOTAL OF AT LEAST 19 FEET FROM THE CURB. THE PARKING STALLS SHDULD BE AT LEAST 8 FEET WIDE IN INTENSIVE BUSINESS AND COMMERCIAL AREAS.

EXISTING STREET SYSTEM DEFICIENCIES

THERE ARE MANY MAJDR DEFICIENCIES IN THE EXISTING STREET SYSTEM. SOME OF THE MAJOR DEFICIENCIES ARE DESCRIBED BELDW.

CENTRAL BUSINESS DISTRICT: THE GREATEST PROBLEM WITH THE EXISTING STREET SYSTEM IN CLINTON LIES IN THE DDWNTDWN AREA. THE EXISTING SYSTEM ROUTES

NEARLY ALL TRAFFIC DIRECTLY TO THE CENTRAL BUSINESS DISTRICT AND DUMPS IT ON A SMALL CONFINED SYSTEM OF STREETS ENCIRCLING THE COURTHOUSE. REGARDLESS OF OBJECTIVE OR PURPOSE OF TRIP, MANY VEHICLES ARE FORCED TO PASS THROUGH THE CENTRAL AREA AND AROUND THE COURTHOUSE CIRCLE IN CONFLICT WITH PEDESTRIANS AND SHOPPERS ATTEMPTING TO PARK.

FUNCTIONAL STREET SYSTEMS AND EFFICIENT TRAFFIC CONTROL ARE REQUIRED TO TRANSPORT THE VEHICLES IN AND OUT OF THE CENTRAL AREA. PARKING IS REQUIRED TO STORE THE VEHICLE. THE SAME PIECE OF PAVEMENT CANNOT DO BOTH SIMULTANEOUSLY. WIOE EFFICIENT STREETS WITH LITTLE OR NO PARKING WILL NOT WORK. BY THE SAME TOKEN, PLENTY OF PARKING BUT EXTREME TRAFFIC CONGESTION WILL NOT WORK.

THERE EXIST VERY FEW CITIES WITH SURPLUS WIDTHS OF RIGHT-OF-WAY, ESPECIALLY IN DOWNTOWN AREAS. CONSEQUENTLY, THE ONLY FEASIBLE APPROACH IS TO UTILIZE EXISTING RIGHTS-OF-WAY TO MOVE TRAFFIC, AND WORK TOWARD STORING VEHICLES IN OFF-STREET LOCATIONS. ON-STREET PARKING SHOULD ONLY BE PERMITTED TEMPORARILY IN LOCATIONS WHERE THE EXISTING STREET HAS EXCESSIVE WIDTH AND CAPACITY.

IF EFFORTS ARE NOT MADE TO DEVELOP OFF-STREET STORAGE OF VEHICLES, THE PROBLEM WILL ONLY CONTINUE TO BECOME WORSE, BE MORE DIFFICULT AND COSTLY TO OVERCOME, AND WILL GROW TO BE A GREATER AND GREATER FORCE TOWARD STAGNATION OF THE CENTRAL BUSINESS AREA.

RADIAL FACILITIES: FOR THE AREA ENCLOSED BY THE EXISTING BYPASSES, THERE EXIST A SUFFICIENT NUMBER OF RADIAL FACILITIES. HOWEVER, MANY OF THESE FACILITIES WILL, IN TIME, NEED WIDENING AND IMPROVED TRAFFIC CONTROL IN ORDER TO SUFFICIENTLY COPE WITH FUTURE TRAFFIC DEMANDS.

ON THE OTHER HAND, THE WIDE EXPANSE OF AREA OUTSIDE AND BEYOND THE EXISTING BYPASSES WILL REQUIRE ADDITIONAL RADIAL FACILITIES IN ORDER TO

EFFICIENTLY LINK WITH THE EXISTING CITY. TO A LARGE EXTENT, IT WILL BE THE NEWLY DEVELOPING AREAS BEYOND THE BYPASSES THAT WILL PLACE ADDITIONAL AND GREATER DEMANDS ON THE INNER PORTIONS OF THE EXISTING RADIAL STREETS AND REQUIRE ADDITIONAL STREET CAPACITY AND STREET WIDENING.

URBAN LOOP ROUTES: THE LACK OF LOOP OR CIRCUMFERENTIAL FACILITIES TYING TOGETHER CERTAIN SEGMENTS OF THE CITY IS ALSO A MAJOR CONTRIBUTOR TO THE DOWNTOWN CONGESTION. TRIPS TO AND FROM CERTAIN RESIDENTIAL AREAS, THE COUNTY HOSPITAL, SCHOOLS AND CERTAIN OUTLYING COMMERCIAL AREAS REQUIRE LOOP OR CROSSTOWN FACILITIES INSIDE THE BYPASS SYSTEM. IN ADDITION TO THESE INTERMEDIATE FACILITIES, ADDITIONAL LOOP OR CIRCUMFERENTIAL FACILITIES WILL BE REQUIRED IN THE OUTLYING AREAS BEYOND THE EXISTING BYPASSES AS SUCH AREAS GROW AND DEVELOP.

PROPOSED THOROUGHFARE PLAN

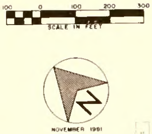
THE PROPOSED THOROUGHFARE PLAN IS SHOWN ON THE FOLLOWING PAGE. NEW STREETS, PROPOSED WIDENINGS, STREET EXTENSIONS AND ONE-WAY OPERATIONS ARE SUPERIMPOSED ON THE EXISTING STREET SYSTEM. MANY OF THE MORE IMPORTANT IMPROVEMENTS ARE DESCRIBED HEREIN.

CENTRAL BUSINESS AREA: THE FIRST AND FOREMOST TRAFFIC PROBLEM IN CLINTON, AS MENTIONED EARLIER IN THE REPORT, CONCERNS THE DOWNTOWN AREA. CROSSTOWN ROUTES MUST BE DEVELOPED AROUND THE CENTRAL BUSINESS AREA TO PROVIDE ADDITIONAL CAPACITY FOR BRINGING VEHICLES INTO THE CENTRAL AREA.

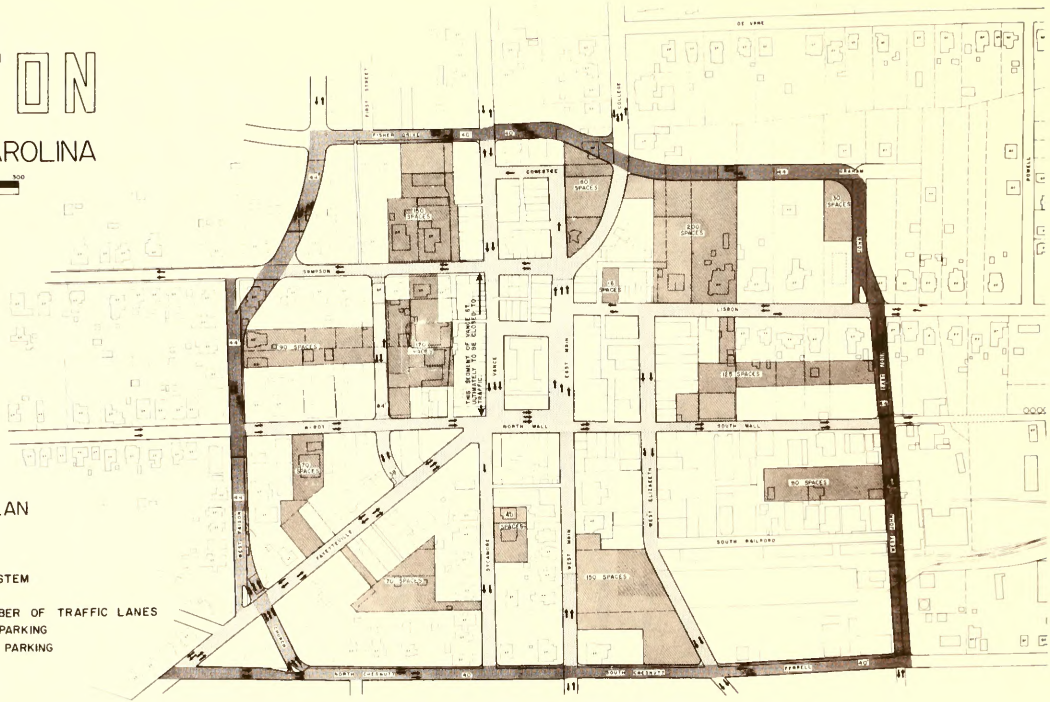
IT IS RECOMMENDED THAT A CENTRAL LOOP OR CROSSTOWN SYSTEM BE DEVELOPED WITH FAISON STREET ON THE NORTH SIDE AND JOHN STREET ON THE SOUTH SIDE. IT IS RECOMMENDED THAT FERRELL-CHESTNUTT STREETS BE UTILIZED ON THE WEST SIDE OF THE CENTRAL AREA AND GRAHAM STREET CONNECTED TO FISHER STREET ON THE EAST SIDE.

CLINTON

NORTH CAROLINA



THOROUGHFARE PLAN
(CENTRAL AREA)



- CROSSTOWN STREET SYSTEM
- BUSINESS STREETS
- 44' STREET WIDTH & NUMBER OF TRAFFIC LANES
- EXISTING OFF-STREET PARKING
- PROPOSED OFF-STREET PARKING

It is proposed that Faison Street be extended westward to connect with Fisher Drive and thence extended to Beaman Street by passing south of the recreation park. It is proposed that a new connection be made from Graham Street northward to College Street, thence beside the jail to Vance Street to connect with Fisher Drive.

It is proposed that John Street be realigned at the intersection of Lisbon Street in order to provide continuity. It is also proposed that Faison Street be realigned to connect with Church Street at its intersection with Fayetteville Street.

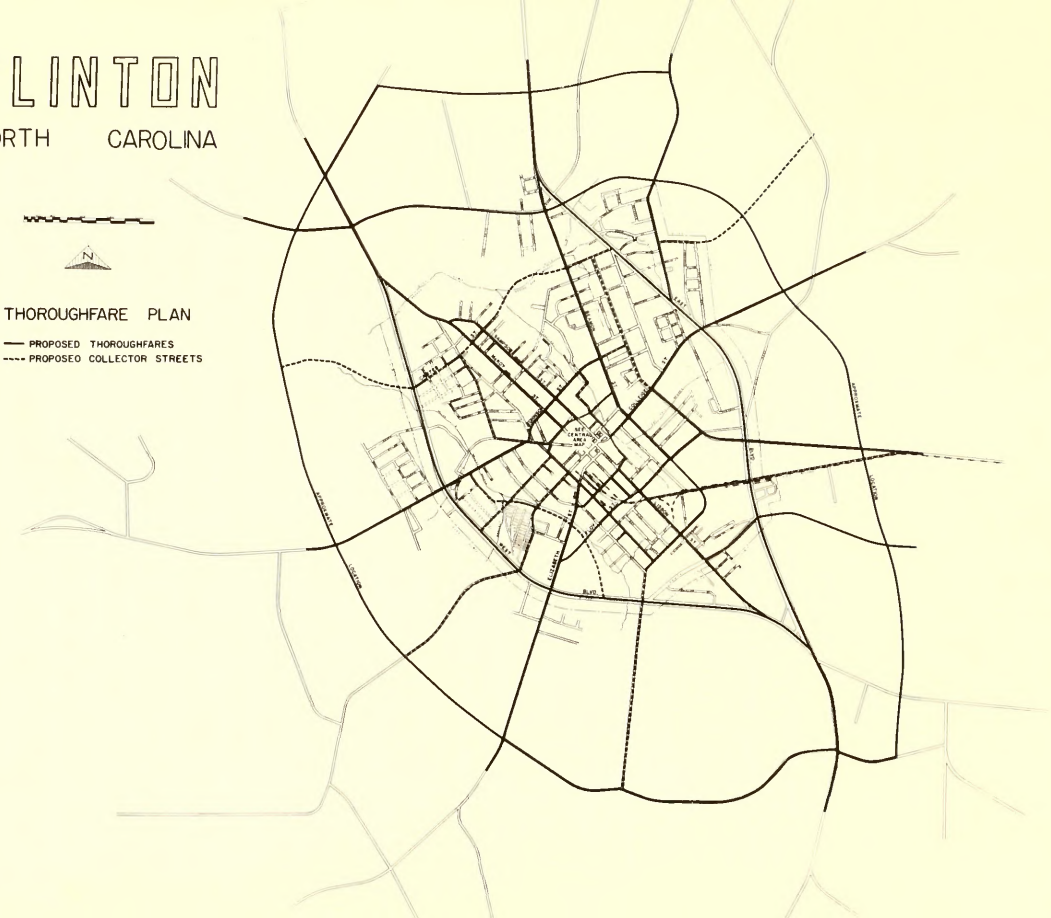
It is recommended that a new street be opened from Fayetteville to Sampson Street crossing McKoy Street at the north end of the Ford Garage. The opening of this new street would be instrumental in relieving the courthouse circle and five point congestion. In addition, it would provide ready access to the large potential parking areas immediately north of the courthouse square, and would relieve the traffic moving function of Vance Street to the extent that ultimately Vance Street, between Sampson and Wall Streets, could be closed to vehicles and used for either a pedestrian area or parking.

The most practical way to make the five point intersection function smoothly for future increased traffic volumes is to close Vance Street and divert the moving traffic around a larger block as provided by the new street.

The development of these crosstown facilities encircling the central business area and the opening of one new business street will provide a means during rush periods for traffic to circle the central area and reach parking areas without becoming hopelessly bogged down on the business streets adjacent to the courthouse.

CLINTON

NORTH CAROLINA



Due to their manner of connecting to each end of the courthouse square and their parallel alignment, it is proposed that McKoy and Sampson Streets be developed into a one-way pair, ultimately going all the way northward beyond Carter Street. One-way operation on these streets would permit easy and efficient progression of signals, and would provide excellent radial routes. However, in early staging, these streets may be one-way northward only to Johnson Street.

With the combined effect of opening a new business street north of the central area, the closing of Vance Street to traffic and the conversion of McKoy Street to one-way with two inbound lanes, it is proposed that the five-point intersection can be made practical and capable of handling all anticipated future vehicles and pedestrians.

It is also proposed that Wall Street be made one-way southbound to Floy Street, and West Elizabeth Street made one-way eastbound from Lisbon Street to the intersection of Barrus Street and John Street extended. Inbound traffic would then be diverted down John Street.

It is proposed that the entire inner loop or crosstown system, consisting of Faison, Fisher-Graham, John and Ferrell-Chestnutt Streets be two-way streets and ultimately four lanes wide. It is proposed that the new street between Fayetteville and Sampson Streets be forty-four feet wide between Sampson and McKoy Streets with one lane in the easterly direction and two lanes in the westerly direction. It is proposed that the new street be thirty-eight feet wide and two-way between McKoy and Fayetteville Streets.

Parking: In conjunction with the function of the business streets and the inner loop, off-street parking must be developed in a manner adaptable to the street operations. Typical locations for off-street parking

ARE ILLUSTRATED IN THE THOROUGHFARE PLAN (CBD BLOWUP). IT IS HIGHLY RECOMMENDED THAT THE OFF-STREET PARKING BE LOCATED AROUND THE CENTRAL BUSINESS AREA ADJACENT TO THE INNER LOOP. FOR A CITY THE SIZE OF CLINTON, WELL DISTRIBUTED OFF-STREET PARKING LOTS OF APPROXIMATELY FIFTY TO ONE HUNDRED CAR CAPACITY SERVE WELL, AND IT IS PREFERABLE THAT LOTS ADJOIN TWO DIFFERENT STREETS IN ORDER TO HAVE READY INGRESS AND EGRESS.

AS A CITY GROWS, IT MUST PLAN TO GRADUALLY RESTRICT ITS ON-STREET PARKING IN ORDER THAT THE EXISTING DOWNTOWN STREETS CAN ACCOMODATE THE GROWING MOVEMENT OF TRAFFIC. AT THE SAME TIME AND IN THE SAME MANNER, THE CITY MUST GRADUALLY DEVELOP ADDITIONAL OFF-STREET PARKING FACILITIES IN ORDER TO 1) REPLACE THE PARKING SPACES REMOVED FROM ON THE STREET AND 2) PROVIDE NEW SPACES FOR THE GROWING NUMBER OF SHOPPERS AND BUSINESSES.

RADIAL FACILITIES: AS STATED EARLIER, THERE ARE MANY RELATIVELY GOOD RADIAL FACILITIES EXTENDING OUTWARD FROM THE CENTRAL AREA OF CLINTON. HOWEVER, SEVERAL MAJOR RADIALS INCLUDING BEAMAN STREET AND SUNSET AVENUE WILL ULTIMATELY REQUIRE WIDENING.

IN ADDITION, IT IS RECOMMENDED THAT A NEW ALIGNMENT BE DESIGNATED FOR FUTURE EXTENSION OF SOUTH BOULEVARD WESTWARD ACROSS U. S. ROUTE 701. BEING AN INDUSTRIAL AREA, IT IS LIKELY THAT ADDITIONAL RADIAL ACCESS WILL BE NEEDED AS THE AREA GROWS, ESPECIALLY TO HANDLE PEAK PERIODS OF WORK TRAFFIC.

IT IS PROPOSED THAT FAIRFAX STREET BE EXTENDED AS FURTHER DEVELOPMENT OCCURS IN THE NORTHEASTERN PORTION OF THE CITY, AND IT IS PROPOSED THAT HERRING STREET BE EXTENDED WESTWARD ACROSS DOLLAR BRANCH TO CONNECT WITH ADDITIONAL NEIGHBORHOOD RESIDENTIAL AREAS.

It is highly recommended that special attention be given to the planning of future areas out beyond the bypasses, with the intention of obtaining specific radial access from existing routes through all large future areas of development. If large residential tracts or industrial tracts are permitted to develop as buffers to radial routes, residential areas of the city will soon be served by newer outlying business areas.

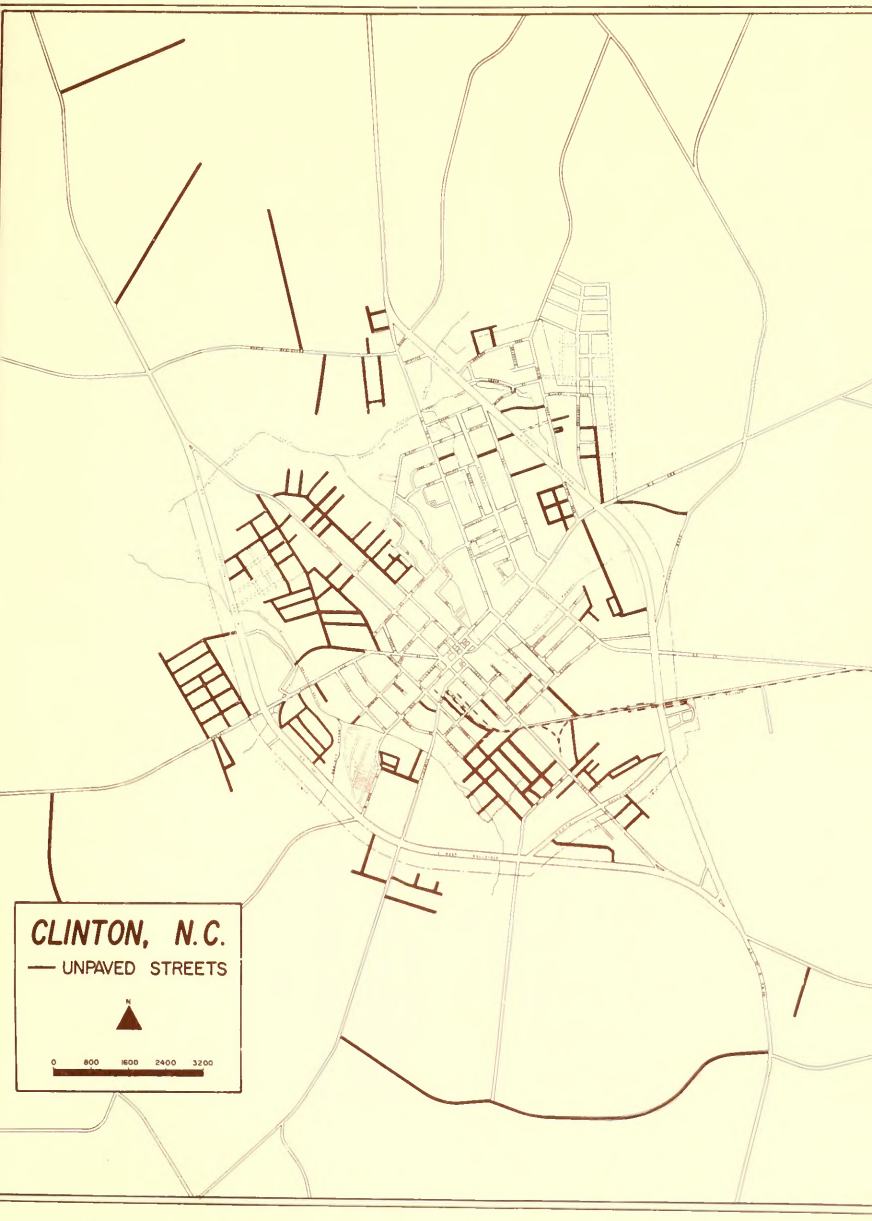
Urban Loops: Second to the pressing problems in the central area, the loop system of streets falls short of desirable function. It is recommended that loop connections in both the northern and southern portions of the city be expanded in order to efficiently tie together various functions of the city.

It is proposed that Eastover Avenue be extended southward to Railroad Street, and thence to connect with East Butler Avenue. It is proposed that Bizzell Street be realigned at Lisbon Street to connect with Floy Street and extended across the railroad westward to intersect with Elizabeth Street.

It is proposed that North Boulevard be extended eastward across U. S. Route 701 to Raleigh Road and to connect with Fairfax Street.

With an average distance of approximately two miles between Johnson Street and North Boulevard, it is proposed that an additional minor loop be developed by extending Peterson Street westward across Beaver Dam Branch through undeveloped areas to connect with East Carter Street and to connect with Boykin Street and U. S. Route 421.

It is also proposed that a minor loop be developed on the east side of the city inside the bypass by extending Woodland Drive across Daniels Branch to connect with the peripheral road around White Cemetery, and


CLINTON, N.C.
— UNPAVED STREETS
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0 800 1600 2400 3200

CLINTON

NORTH CAROLINA

PROPOSED STREET IMPROVEMENTS

- ····· EXISTING FACILITY ADEQUATE
- ----- EXISTING FACILITY REQUIRES WIDENING OR IMPROVEMENT TO MEET MINIMUM STANDARDS
- —— PROPOSED NEW FACILITY
- 2 NUMBER OF TRAFFIC MOVING LANES

THEN EXTENDED SOUTHWARD ALONG DOLLAR BRANCH ACROSS ELIZABETH STREET TO CONNECT AGAIN WITH THE BYPASS.

IN ADDITION, IT IS HIGHLY RECOMMENDED THAT AN OUTER LOOP BEYOND THE BYPASSES BE DESIGNATED. THE SPECIFIC LOCATION OF THIS FACILITY WILL BE DEPENDENT UPON THE DEVELOPMENT OF THE LAND, ESPECIALLY NEW SUBDIVISIONS. THE OUTER LOOP SHOULD BE LOCATED APPROXIMATELY ONE MILE FROM THE EXISTING BYPASSES AND SHOULD BE CONNECTED TO THE MAJOR RADIALS. WITH EFFICIENT SUBDIVISION REGULATIONS, MUCH OF THESE RIGHTS-OF-WAY MAY BE OBTAINED AT LITTLE OR NO COST TO THE CITY.

RECOMMENDATIONS AND PRIORITIES

1. IT IS RECOMMENDED THAT THE PROPOSED THOROUGHFARE PLAN AND STREET IMPROVEMENTS BE ANALYZED BY THE CITY OF CLINTON WITH A VIEW TOWARDS ADOPTING THE PLAN AS A GUIDE FOR ALL STREET IMPROVEMENTS, AND FOLLOWING ADOPTION, FORWARD THE PLAN TO THE NORTH CAROLINA STATE HIGHWAY COMMISSION REQUESTING ADOPTION AND COORDINATION.
2. IT IS RECOMMENDED THAT A CAPITAL IMPROVEMENT FUND BE ESTABLISHED SETTING FORTH ANNUAL FUNDS SPECIFIED FOR STREET IMPROVEMENTS, ACQUISITION OF RIGHT-OF-WAY AND STREET CONSTRUCTION.
3. IT IS RECOMMENDED THAT "FUTURE STREET LINES" BE ESTABLISHED FOR ALL ELEMENTS OF THE THOROUGHFARE PLAN, AND THAT THESE RIGHTS-OF-WAY BE ACQUIRED OR PROTECTED.
4. IT IS RECOMMENDED THAT MAJOR POLICY DECISIONS BE MADE CONCERNING THE DEVELOPMENT OF OFF-STREET PARKING LOTS AND THAT PLANS BE ESTABLISHED TO OBTAIN THE NECESSARY FUNDS TO ACQUIRE AND CONSTRUCT ADDITIONAL OFF-STREET PARKING FACILITIES IN THE FUTURE. IT IS FURTHER RECOMMENDED THAT THE CITY OF CLINTON MEET WITH MERCHANT GROUPS TO DEVELOP A SERIES OF POLICIES OR PROCEDURES WHICH WILL GUARANTEE THE PERMANENCY OF AND THE CONTINUED

DEVELOPMENT OF OFF-STREET FACILITIES FOR THE CENTRAL AREA.

5. IT IS RECOMMENDED THAT PRIORITIES BE ESTABLISHED FOR STREET IMPROVEMENTS IN THE ANNUAL BUDGET AND THAT THE PRIORITIES BE GENERALLY AS FOLLOWS:

FIRST PRIORITY:

A. THE EXTENSION OF GRAHAM STREET ACROSS COLLEGE STREET TO CONNECT WITH FISHER DRIVE,
B. WIDENING OF FISHER DRIVE AT THE INTERSECTION OF VANCE STREET,
C. THE OPENING OF A NEW STREET FROM FAYETTEVILLE STREET TO SAMPSON STREET,
D. WIDENING OF JOHNSON STREET AND THE REALIGNMENT AND IMPROVEMENT OF THE INTERSECTION OF JOHNSON STREET AND FAYETTEVILLE STREET,
E. EXTENSION OF WALL STREET SOUTHWARD AND CONVERSION TO ONE-WAY SOUTHBOUND, AND
F. THE ACQUISITION OF OFF-STREET PARKING FACILITIES.

SECOND PRIORITY:

A. WIDENING OF CHESTNUTT STREET TO FOUR LANES FROM FAYETTEVILLE TO JOHN STREET,
B. THE CLOSING OF VANCE STREET ADJACENT TO THE COURTHOUSE SQUARE AND CONVERSION TO PARKING OR PEDESTRIAN USE,
C. IMPROVEMENT OF SAMPSON STREET AND CONVERSION OF MCKOY-SAMPSON STREETS TO ONE-WAY,
D. WIDENING AND EXTENDING FAISON STREET TO BEAMAN STREET, PLUS REALIGNMENT OF FAISON STREET AT ITS INTERSECTION OF FAYETTEVILLE STREET,
E. WIDENING OF SUNSET AVENUE TO FOUR LANES,
F. EXTENSION OF BIZZELL STREET TO FLOY STREET, AND
G. ACQUISITION OF ADDITIONAL OFF-STREET PARKING FACILITIES.

THIRD PRIORITY:

A. EXTENSION OF PETERSON STREET TO CARTER STREET AND TO BOYLIN STREET,
B. EXTENSION OF EASTOVER AVENUE TO BUTLER AVENUE,
C. WIDENING OF BEAMAN STREET TO FOUR LANES BETWEEN COLLEGE AND PETERSON STREETS,
D. WIDENING OF JOHN STREET TO FOUR LANES BETWEEN FERRELL AND LISBON STREETS, AND REALIGNING JOHN STREET AT LISBON STREET, AND
E. ACQUISITION OF ADDITIONAL OFF-STREET PARKING FACILITIES.

FOURTH PRIORITY:

A. EXTENSION OF JOHN STREET TO BARRUS STREET AND CONVERSION OF ELIZABETH STREET TO ONE-WAY OUTBOUND FROM LISBON TO BARRUS STREET,

B. EXTENSION OF NORTH BOULEVARD TO FAIRFAX STREET,

c. Extension of Herring Street across Dollar Branch,
d. Extension of Woodland Drive to Barrus Street, and
e. Acquisition of additional off-street parking facilities.

As Needed:

a. Extension of Floy Street to Elizabeth Street,
b. Radial extension of South Boulevard across U. S. Route 701,
c. Extension of Fairfax Street,
d. Widening of East Boulevard and widening of West Boulevard,
e. Other street widening and intersection improvements,
f. Extension of new radial facilities beyond the bypasses, and
g. Acquisition of right-of-way and construction of an outer loop beyond the bypasses.

N. C. HIGHWAY PLANS AFFECTING CLINTON

In 1960, the North Carolina State Highway Commission, Advance Planning Department and Secondary Roads Department published a report dealing with the future plans for North Carolina's highways to 1975. The aforementioned report indicated five different types of highway systems within the state.

The Primary Highway System was divided into three groupings:

1. Trunk Highway System
2. Trunk Feeder Highway System
3. Rural Collector Highway System

Two other systems are classified individually as:

4. Rural Secondary Road System
5. Urban Street and Highway System

The Trunk Feeder Highway System includes N. C. 24, U. S. 421, and U. S. 701 which are the major highways in Clinton's planning area. Each of these routes are scheduled for the following improvements:

Third Priority (1970 - 75)

Project 372 - N. C. 24: General improvement and widening to four lanes from Clinton's city limits, westerly for four miles.

Project 373 - U. S. 421: General improvement and widening to four lanes from junction with U. S. 701 to Clinton's city limits, 1.5 miles.

Pavement Widening and Minor Relocations (No Priority Given)

Project 457 - U. S. 701: Minor improvements and widening from Clinton to the Johnston County Line, 15.9 miles.

6 CONCLUSION

CLINTON'S FUTURE

THE FIRST COMPREHENSIVE GENERAL PLAN FOR CLINTON SHOULD BEGIN TWO CONTINUING PROCESSES: 1) EVERY AVAILABLE MEANS SHOULD BE UTILIZED TO TRANSLATE THE PLAN INTO ACTION; AND 2) THE REGULAR REVIEW, MODIFICATION AND EXTENSION OF THE PLAN. THESE TWO PROCESSES ARE ESSENTIAL TO ANY COMPREHENSIVE PLANNING PROGRAM WHICH RELATES, BALANCES, AND HARMONIZES THE PHYSICAL, SOCIAL, AND ECONOMIC FEATURES OF THE COMMUNITY. THE GENERAL PLAN SHOULD SERVE AS A LONG-RANGE GUIDE TO COMMUNITY DEVELOPMENT.

THE SUCCESS OF PLANNING EFFORTS IN CLINTON RESTS ENTIRELY WITH THE CITIZENS AND LEADERS OF THE COMMUNITY. THERE ARE NO EASY SOLUTIONS TO COMMUNITY DEVELOPMENT, AND THE ONLY WAY TO REALIZE LONG-RANGE COMMUNITY GOALS IS THROUGH HARD WORK BY THE CITY'S RESIDENTS. BY MIXING HARD WORK WITH IMAGINATION AND ECONOMIC SUPPORT, THE RESIDENTS OF CLINTON WILL HAVE THE ESSENTIAL INGREDIENTS REQUIRED FOR ACHIEVING THEIR PRIMARY PLANNING OBJECTIVE--A PLEASANT, ATTRACTIVE, AND FUNCTIONAL COMMUNITY.